# 16-A TRANSPORTATION CONCURRENCY: ROUTE 9 PLANT SITE

FINAL ENVIRONMENTAL IMPACT STATEMENT

Brightwater Regional Wastewater Treatment System

**APPENDICES** 



# **Final**

# Appendix 16-A Transportation Concurrency: Route 9 Plant Site

# October 2003

Prepared for King County by CH2M HILL Bellevue, WA

For more information:
Brightwater Project
201 South Jackson Street, Suite 503
Seattle, WA 98104-3855
206-684-6799 or toll free 1-888-707-8571

Alternative formats available upon request by calling 206-684-1280 or 711 (TTY)



# **TABLE OF CONTENTS**

IN'	ГROD	UCTION	1
A.	PRO.	JECT IDENTIFICATION	2
В.	LOC	ATION AND ACCESS	2
	FUTU:	TING CONDITIONS  RE CONDITIONS  Planned and Programmed Projects  Pipeline Developments	4 5
C.	TRIP	GENERATION	6
		L Trips Projected for the Route 9 Site Ing Land Use Trip Credits	
D.	TRIP	DISTRIBUTION AND ASSIGNMENT	8
	EMPL	K ACCESS ROUTES	
Е.		TTIFY CRITICAL ARTERIAL UNITS AND THEIR CRITICAL EMENTS	8
F.	LEVI	EL-OF-SERVICE ANALYSIS	. 10
	Criti	TING TRAVEL TIME CALIBRATION	. 10
IM		FEE AND MITIGATION REQUIREMENTS	
RE	FERE	NCES	. 14
ΑT	TACH	IMENTS	. 14
TΑ	BLE	S	
Tal	ole 1:	Existing Route 9 Site, Parcel Owners	
Tal	ole 2:	Estimated Route 9 Site Treatment Plant-Generated Traffic Trips	
Tal	ole 3:	Summary of Driveway Traffic at Route 9 Site	
Tal	ole 4:	Critical Arterial Units	
Tal	ole 5:	Critical Arterial Unit Movements	
Tal	ole 6:	Key Intersections for Critical Arterial Unit Movements	
Tal	ole 7:	Arterial Analysis Summary for Future Traffic Volumes (Year 2010) without Brightwater	
Tal	ole 8:	Arterial Analysis Summary for Future Traffic Volumes (Year 2010) with Brightwater	
Tal	ole 9:	Intersection Analysis Summary for AM and PM Peak Hours	

i

October 2003

# **FIGURES**

- Figure 1: Route 9 Site Vicinity Map
- Figure 2: Route 9 Site 36 and 54-mgd Plant
- Figure 3: Estimated 2010 Peak-Hour Project Trip Distribution
- Figure 4: Estimated 2010 AM Peak Project Trip Distribution
- Figure 5: Estimated 2010 PM Peak Project Trip Distribution

October 2003

ii

King County has prepared a Draft Environmental Impact Statement (Draft EIS) and Final Environmental Impact Statement (Final EIS) on the Brightwater Regional Wastewater Treatment System. The Final EIS is intended to provide decision-makers, regulatory agencies and the public with information regarding the probable significant adverse impacts of the Brightwater proposal and identify alternatives and reasonable mitigation measures.

King County Executive Ron Sims has identified a preferred alternative, which is outlined in the Final EIS. This preferred alternative is for public information only, and is not intended in any way to prejudge the County's final decision, which will be made following the issuance of the Final EIS with accompanying technical appendices, comments on the Draft EIS and responses from King County, and additional supporting information. After issuance of the Final EIS, the King County Executive will select final locations for a treatment plant, marine outfall and associated conveyances.

The County Executive authorized the preparation of a set of Technical Reports, in support of the Final EIS. These reports represent a substantial volume of additional investigation on the identified Brightwater alternatives, as appropriate, to identify probable significant adverse environmental impacts as required by the State Environmental Policy Act (SEPA). The collection of pertinent information and evaluation of impacts and mitigation measures on the Brightwater proposal is an ongoing process. The Final EIS incorporates this updated information and additional analysis of the probable significant adverse environmental impacts of the Brightwater alternatives, along with identification of reasonable mitigation measures. Additional evaluation will continue as part of meeting federal, state and local permitting requirements.

Thus, the readers of this Technical Report should take into account the preliminary nature of the data contained herein, as well as the fact that new information relating to Brightwater may become available as the permit process gets underway. It is released at this time as part of King County's commitment to share information with the public as it is being developed.

# INTRODUCTION

This technical memorandum responds to a specific Snohomish County Planning and Development Services request made as part of the Draft EIS public comment period for King County's Brightwater project, specifically Comment S3-150. The request was to conduct a concurrency study, according to Section 30.66B, formerly Title 26B SCC, of the Snohomish County Unified Development Code (SCUDC), for occupancy of the treatment plant at the Route 9 site. This memorandum should be considered a preliminary analysis because of the time-sensitive nature of the data used herein. Because the information used herein is likely to change, it is suggested that the concurrency study be prepared for final submittal at such time that the official permitting process begins for construction. Also, at the time of permitting King County will conduct the concurrency traffic analysis, following Snohomish County procedures, for Brightwater construction traffic conditions in the peak construction year of 2007.

October 2003

Data that would likely change at permitting time include the inventory of pipeline trips<sup>1</sup>, the list of arterial units in arrears, and the funded Snohomish County and Washington State Department of Transportation (WSDOT) roadway widening projects. Both the Woodinville-Snohomish Road (Snohomish County) and SR-9 widening (WSDOT) projects would likely be scheduled for completion in time to be included in the future year analysis presented in this memorandum. The inventory of development pipeline trips may change to include new development proposals such as the proposed Costco development south of the SR-9/SR-522 interchange on Woodinville-Snohomish Road. The Costco development has been under consideration and may generate at least 1,000 new daily trips, potentially impacting the surrounding roadway system. The status of this development and the road-capacity projects could change the list of arterial units in arrears as determined by Snohomish County.

#### A. PROJECT IDENTIFICATION

King County is proposing to build a new wastewater system, called Brightwater, by the year 2010. The Brightwater System would include a treatment plant to provide secondary treatment of wastewater, pipelines and pump stations to carry wastewater to and from the plant, and an outfall to discharge the treated wastewater to Puget Sound. The plant would provide secondary treatment capacity in 2010 for an average of 36 million gallons per day (mgd) of wastewater, with anticipated expansion in 2040 to 54 mgd. In a Draft Environmental Impact Statement (EIS), King County identified the Route 9 site north of Woodinville in unincorporated Snohomish County as the Preferred Alternative. The EIS also evaluated an alternative plant site in Edmonds (the Unocal site). While the EIS evaluated impacts at both alternative plant sites, this Technical Memorandum provides, as required by Snohomish County, additional analysis of concurrency issues associated with the Route 9 site.

#### B. LOCATION AND ACCESS

The Route 9 site, as shown in the Vicinity Map (Figure 1), is located in unincorporated Snohomish County east of SR-9, just north of the interchange of SR-9 and SR-522 and the City of Woodinville. It consists of parcels owned by various individuals, businesses, and organizations as shown in Table 1. The Route 9 site, shown in Figure 2, is 114.3 acres in area and roughly rectangular in shape. The northern portion of the site, which is outside the Maltby Urban Growth Area (UGA) boundary, is largely undeveloped and partially forested, with the presence of wetlands. The central and southern portions of the site are developed for commercial and industrial land uses. The primary street access to the site would be at the intersection of SR-9 and 228th Street SE.

October 2003 2

<sup>&</sup>lt;sup>1</sup> Pipeline development trips provided by Werdal (pers. comm., 2003). The information in the pipeline forecast report will be valid for 90 days following the date of the report.

**TABLE 1** Existing Route 9 Site, Parcel Owners

Property Owner(s)	Tenant Information	Site Address
Bear Creek Grange	HMS Subtronics	22705 and 22729 SR-9 SE, Woodinville, WA 98072
Crane, Kenneth G.	Rushent Sales, Inc.	22815 SR-9 SE, Woodinville, WA 98072
Fitz Auto Parts Inc./Legacy	GreenLeaf Import Brand, d.b.a. Fitz Auto Parts	23323 SR-9 SE, Woodinville, WA 98072
D.L. and C.L. Fitzpatrick	GreenLeaf Acquisitions	23323 SR-9 SE, Woodinville, WA 98072
House, Clifton	CT Sales	P.O. Box 1570, Woodinville, WA 98072
Kennedy-Evergreen Holdings, LLC	Evergreen Utility Contractors, Inc.	22823 SR-9 SE, Woodinville, WA 98072
Cliff English	Active Excavator Rentals	22823 SR-9 SE, Woodinville, WA 98072
Cliff English	Best Auto Repair	22823 SR-9 SE, Woodinville, WA 98072
Lincoln Investments	Penick LLC	22909 SR-9 SE, Woodinville, WA 98072
Janet Lydig, Michael McFarland, and Philip Carstens	Lydig Construction	22811 SR-9 SE, Woodinville, WA 98072
Northshore School District 417	Site Not Occupied	Vacant
OPUS Northwest LLC	Quality Business Systems	22509 SR-9 SE, Woodinville, WA 98072
Rennebohm, Richard and Cheryl	Woody's Auto Yard	23005 SR-9 SE, Woodinville, WA 98072
Waterman Properties LP	Insurance Auto Auction	23219 SR-9 SE, Woodinville, WA 98072
Woodinville North General Partnership (Echelbarger Co.)	Property Vacant	22701 SR-9 SE, Woodinville, WA 98072
Woodinville North One LLC	StockPot Culinary Campus	22505 SR-9 SE, Woodinville, WA 98072

Source: Tenant data provided by Kathi Thompson (pers. comm., 2003).

The footprint for a 36-mgd treatment plant, with room for future expansion to 54 mgd, would occupy approximately 80.6 acres. This would include process facilities, administrative and maintenance buildings, a community-oriented building, roads,

<sup>&</sup>lt;sup>2</sup> The northern 37.3 acres of the Route 9 site are located outside the UGA; portions of the stormwater management system may be located in this area outside the UGA, but no buildings or plant process facilities would be located there.

stormwater detention and treatment ponds, and 22 acres of forest. Additional area would be used for buffers between treatment facilities and the property line.

# **Existing Conditions**

The Route 9 site is located along SR-9 largely within the Maltby UGA, an unincorporated portion of south Snohomish County. The site is bordered by SR-9 to the west and SR-522 to the east. Transportation systems in the vicinity of the site include local and regional roadways and a Burlington Northern-Santa Fe railway line. Roadways in the vicinity of the Route 9 site range from residential neighborhood streets to major regional highways. The roadways evaluated with the Brightwater project are SR-9, SR-522, Woodinville-Snohomish Road, and 228th Street SE.

Both SR-9 and SR-522 are under the jurisdiction of WSDOT and intersections along them have a level-of-service (LOS) standard of D. Both Woodinville-Snohomish Road and 228th Street SE are under the jurisdiction of Snohomish County. Woodinville-Snohomish Road has an urban arterial standard of LOS E, and 228th Street SE has a rural arterial standard of LOS C pursuant to DPWR 4210 (II) (C).

**SR-9** is a two-lane north/south roadway with a posted speed limit of 45 mph. It is classified by WSDOT as a rural, minor arterial near the treatment plant site. Annual average daily traffic (AADT) on SR-9 is 24,240 vehicles (combination of both directions) along the segment between 228th Street SE and SR-522. SR-9 is part of the Statewide Freight and Goods Transportation System.

**SR-522** is a four-lane east/west divided highway with a posted speed of 55 mph. It is classified by WSDOT as an urban principal arterial. AADT for SR-522 is 39,000 vehicles just west of the SR-9 interchange. SR-522 provides a connection between SR-2 in east Snohomish County and I-5 in north Seattle. SR-522 is a part of the Statewide Freight and Goods Transportation System.

**Woodinville-Snohomish Road** extends from the starting point of SR-9, at the SR-522 interchange, to the south where it ends at the King County line. It is a two-lane north/south roadway with intermittent sidewalks, a stop-controlled intersection at 240th Street SE, and a posted speed limit of 35 mph. It is classified as an urban arterial by Snohomish County and provides a transportation connection to and from the City of Woodinville and SR-522. The AADT for Woodinville-Snohomish Road is 12,600 vehicles.

**228th Street SE** is a two-lane east/west roadway with intermittent sidewalks, a bike lane, and a posted speed limit of 35 mph. It is classified as a rural arterial by Snohomish County and provides a transportation connection to and from the City of Bothell and I-405. The AADT for 228th Street SE is 5,530 vehicles west of SR-9 and 18,700 vehicles just east of SR-527.

#### **Future Conditions**

Based on the opening year of the treatment plant (2010), the traffic conditions of SR-9, SR-522, and 228th Street SE were projected. The future year 2010 was selected because it is the forecast year of the proposed expiration date of the certificate of concurrency, pursuant to Section 30.66B.145 (2) (f) (SCUDC). This projection included traffic from

planned project improvements and new traffic from "pipeline" development projects<sup>3</sup>. Pipeline developments are future traffic data that are formally approved and permitted by Snohomish County (see discussion below).

# Planned and Programmed Projects

Planned and programmed project data for SR-9, SR-522, Woodinville-Snohomish Road, and 228th Street SE were collected from Snohomish County's Department of Public Works, pursuant to DPWR 4213 (VI)(D), and WSDOT to be included in the future operations analysis. These projects are necessary to determine the future conditions in which the forecasted volumes will be applied.

Snohomish County is planning improvements to Woodinville-Snohomish Road in 2005. The project will widen the roadway to three lanes from the King County line and match the WSDOT proposed five-lane section at the SR-522 interchange. The three-lane section will include one travel lane in each direction with a center two-way left-turn lane. Other improvements include a shoulder on the east side of the roadway; a planter strip, curb, and sidewalk on the west side; and water detention ponds. The status of this project's funding has been uncertain, and Snohomish County had not accounted for its effects on the "arterial unit in arrears" list as of April 1, 2003. As a result, it was not included in the analysis. As of August 28, 2003, the project as described above is fully funded and is expected to be completed by November 2005 (Lee, pers. comm., 2003).

Another planned Snohomish County road improvement is a signalization project at the intersection of 228th Street SE and 45th Avenue SE. The project includes adding left-turn bays on 228th Street SE, sidewalk, and curb and gutter.

Capacity improvements by WSDOT are planned for SR-9 (from SR-522 to SR-524) to be completed by November 2006 and farther north (to 176th Street SE) to start construction by 2010. Improvements include a new signal at the intersection of SR-9 and SR-522 westbound ramps, a new through lane in each direction and a center two-way left-turn lane between SR-522 and 228th Street SE, as well as one additional through lane in each direction between 228th Street SE and SR-524 (Maltby Road). The status of this project's funding has been uncertain, and Snohomish County had not accounted for its effects on the "arterial unit in arrears" list as of April 1, 2003. As a result, it was not included in the analysis. Currently, the project as described above is fully funded by the "Nickel Funding Package" as legislated by the State of Washington.

# Pipeline Developments

Section 30.66B.145 (1) (SCUDC) states, "An inventory of developments that have been determined concurrent, also referred to as "developments in the pipeline," will be used to estimate future traffic volumes for forecasting future level-of-service conditions. This inventory will be established and maintained by the department of public works in accordance with the department's administrative rules. Developments in the pipeline will also include developments given pre-application concurrency approval pursuant to SCC 30.66B.175." The inventory includes vehicle trips from each "pipeline development"

5

October 2003

<sup>&</sup>lt;sup>3</sup> Pipeline development trips provided by Werdal (pers. comm., 2003).

with the trips distributed to the affected intersections. The official inventory of pipeline data was obtained on April 1, 2003 from Snohomish County Department of Public Works pursuant to DPWR 4213 (VI)(D).

With the development of the Brightwater plant on the Route 9 site, two developments from the inventory would be displaced. They include the Northshore School District Bus Barn and the Woodinville North Business Park, which King County proposes to include in the Brightwater project. The trips from these developments will be subtracted from the total pipeline trip inventory when the Brightwater system is evaluated.

## C. TRIP GENERATION

Section 30.66B.130 (3) (SCUDC) states, "A development's forecast trip generation at full occupancy shall be the basis for determining the impacts of the development on the road system. The department of public works will accept valid data from a traffic study prepared pursuant to this chapter or will use the latest edition of the ITE Trip Generation report published by the Institute of Transportation Engineers. Adjustments will be made for trip reduction credits approved under SCC 30.66B.640-.650." The overall trip generation for this project is the sum of the new trips generated by treatment plant operation minus the existing trips that would be removed when the treatment plant is built. The following sections show the total trips for Brightwater at full capacity and the total number of trips that it is displacing, and that Brightwater will displace more trips than it creates.

# Total Trips Projected for the Route 9 Site

The trips generated by the operation of the treatment plant were determined by the number of full-time employees (FTEs) and the number of biosolids/grit and chemical truck trips required to operate the 36 mgd plant in 2010, shown in Table 2. A total of 53 FTEs are expected to work two shifts, with a maximum of 39 FTEs during the day shift. Seven FTEs are expected to work at the onsite community-oriented building. The community-oriented building is expected to generate approximately 95 daily trips and 18 traffic trips during the peak hour. The peak-hour trip generation at the plant would be the same for both a.m. and p.m. peak traffic conditions, with peak traffic dominating in the inbound direction during the morning and outbound direction during the afternoon.

**TABLE 2**Estimated Route 9 Site Treatment Plant-Generated Traffic Trips

	36 mgd (2010)							
Trip/Vehicle Type	Total Employees	Daily	PM Peak Hour					
Employee Trips/Passenger Cars	53 FTEs	120	40					
Biosolids/Grit Truck Trips		6	1					
Chemical Truck Trips		4	1					
Visitor Trips/Passenger Cars		10	2					
Community-Oriented Building	7 FTEs	95	18					
<b>Total Treatment Plant-Generated Traffic</b>		235	62					

Note: Traffic trip represents one direction (inbound and outbound) of a round trip.

# **Existing Land Use Trip Credits**

The existing businesses currently occupying the Route 9 site would be displaced by the proposed Brightwater Route 9 site development, resulting in net trip credits to the transportation network. Pursuant to DPWR 4213 (IV) (A) (1), credit for existing trips will be given to applications for new development if there is a structure on the site that is occupied or unoccupied. Two-hour driveway counts of businesses on the east side of SR-9, between SR-522 and 228th Street SE, were performed between 3:30 p.m. and 5:30 p.m. on Tuesday, February 18, 2003 by CH2M HILL. In addition, a count of the intersection of SR-9 and 228th Street SE was performed between 3:30 p.m. and 5:30 p.m. on Tuesday, February 11, 2003, by CH2M HILL. The westbound approach of the intersection of SR-9 and 228th Street SE is also a driveway for the existing businesses that would be displaced. The intersection count showed the p.m. peak hour of traffic to be from 4 to 5 p.m. The other driveway counts showed varying peak hours of traffic. The hour considered for all the driveways was from 4 to 5 p.m. in order to match the intersection count. The existing driveway traffic is shown in Table 3.

**TABLE 3**Summary of Driveway Traffic at Route 9 Site

	P	M Peak Hour (4	-5)
Existing Business Name(s)	Trips In	Trips Out	Total Trips
StockPot Culinary Campus, Quality Business Systems, and Bear Creek Grange Hall (shared driveways at westbound approach of SR-9 and 228th Street SE)	18	62	80
Active Excavators	1	17	18
Wild West Mustang Ranch	1	3	4
CT Sales	1	6	7
Woody's Auto Yard	6	8	14
Insurance Auto Auctions	12	15	27
Fitz Auto Parts	30	32	62
Total	69	143	212

Source: Counts performed by CH2M HILL on February 11 and 18, 2003.

Each driveway count recorded the direction that the vehicle entered or exited. Based on the recorded directional distribution and current intersection turning distribution, the existing site trips were removed from the surrounding intersections' turning movement volumes.

The a.m. peak-hour Route 9 site trip credits were estimated from the p.m. peak hour. Using existing turning movement counts to determine road segment traffic volumes on SR-9 between the SR-522 interchange and 228th Street SE, it was found that the a.m. peak-hour volumes were 90 percent of the total of the p.m. peak-hour volumes. The 0.90 factor was applied to the p.m. peak-hour trip credits and those trips were reversed in direction to create the a.m. peak-hour trip credits applied in the analysis.

The existing businesses trip generation numbers were also estimated using the ITE Trip Generation Manual (1997). Data on the existing businesses currently operating at the Route 9 site are shown in Table 1. Based on this information, an approximation was made of the peak hour and daily trips currently generated onsite by those businesses. Excluding the StockPot Culinary Campus, these approximations were 230 to 270 p.m. peak hour and 700 to 900 daily trips.

As may be concluded from Tables 2 and 3, the existing trips are almost three and a half times greater than the new trips generated. This would result in fewer trips on the transportation network with Brightwater than with the existing land uses. Therefore, it is concluded that the Brightwater plant, when fully operating, will have no negative traffic impact on the road system. Rather, the project should result in improved traffic operations for state and county roads in the area.

#### D. TRIP DISTRIBUTION AND ASSIGNMENT

The expected initial year of treatment plant operation is 2010. The distribution of operational trips varies based on trip type. There would be employee trips, biosolids/grit and chemical truck trips, and plant and community-oriented building visitor trips. The future network assumptions include only the Snohomish County signalization project of 45th Avenue SE and 228th Street SE. The proposed Route 9 plant site is located within Transportation Service Area (TSA) E.

#### **Truck Access Routes**

All truck trips would travel to and from the west on SR-522 via the interchange at SR-9 using the primary access at the existing westbound approach of the intersection of SR-9 and 228th Street SE.

#### **Employee and Visitor Access Routes**

Employee and visitor trip distribution was based on current population centers and existing traffic volumes. This revealed an emphasis on SR-9 south of 228th Street SE travelling to and from the west on SR-522. Figure 3 shows the distribution used for a.m. and p.m. peak hours and average weekday traffic (AWDT). Figures 4 and 5 illustrate the assignment of the project trips during the a.m. and p.m. peak hours, respectively.

Figures 3, 4, and 5 do not show trips distributed to each roadway in TSA E with three or more peak-hour Brightwater project trips. This is because the trips removed from the approaches leading to and coming from county arterial units not shown all have less than three net peak-hour trips. (Refer to Attachment A for a subtotal showing project trips minus existing trips.) Therefore, all intersections and arterial units outside the area shown in the figures would not have three or more peak-hour trips.

# E. IDENTIFY CRITICAL ARTERIAL UNITS AND THEIR CRITICAL MOVEMENTS

The Brightwater plant would be built in TSA E, which has arterial units currently in arrears and an arterial unit designated ultimate capacity. Section 30.66B.160 (1) (SCUDC) states, "If a residential development which generates seven or more peak-hour

trips, or a nonresidential development which generates five or more peak-hour trips is proposed within a transportation service area which contains one or more arterial units in arrears and/or designated ultimate capacity arterial units, then the development may only be determined to be concurrent based on a trip distribution to determine the impacts of the development. The director of public works shall not determine concurrent any development generating more than 50 peak-hour trips which would likely impact an arterial unit in arrears or likely cause any arterial unit to fall into arrears, except when the developer proposes to remedy any arterial unit in arrears in accordance with SCC 30.66B.167."

Table 4 lists the arterial to be considered for concurrency related to the Route 9 site. Only 228th Street SE, classified as a rural arterial, is listed as a critical arterial unit as stated by Snohomish County. According to DPWR 4210 (V)(A), an arterial is considered to be in arrears if it currently exceeds or is forecast within 6 years to exceed the adopted LOS standard for rural arterials, which is LOS C.

Woodinville-Snohomish Road has been designated ultimate capacity. According to Section 30.66B.110 (1) (SCUDC), the designation of ultimate capacity is determined by motion of the Snohomish County Council. This motion states that maintaining adopted LOS standards on an arterial unit would require an unwarranted, excessive expenditure of public funds. This arterial unit was not included in the arterial analysis based on Conducting Future Level-of-Service Analysis (Snohomish County, 2002a). It specified analysis only be performed for critical arterial units in arrears, not those roadways that are designated ultimate capacity.

TABLE 4
Critical Arterial Units

Unit No.	Name of Arterial (Rural/Urban)	Limits (from/to)	Category	Minimum LOS
272	228th Street SE (Rural)	45th Avenue SE/SR-9	2	С

Source: As identified in Critical Arterial Units (Snohomish County, 2002b).

Table 5 lists the critical arterial movements as stated by Snohomish County. For 228th Street SE, only the eastbound direction is a critical movement.

**TABLE 5**Critical Arterial Unit Movements

Unit		Critical M	ovements
No.	<b>Arterial Unit Description</b>	Peak Hour	Direction
272	228th Street SE between	AM	Eastbound
	45th Avenue SE and SR-9	PM	Eastbound

Source: As identified in Critical Arterial Units (Snohomish County, 2002b).

## F. LEVEL-OF-SERVICE ANALYSIS

Snohomish County critical arterial units and WSDOT-controlled intersections were analyzed for existing and year 2010 conditions with and without the Brightwater project. The future year 2010 was selected because it is the forecast year of the proposed expiration date of the certificate of concurrency, pursuant to Section 30.66B.145 (2) (f) (SCUDC).

# **Existing Travel Time Calibration**

Before conducting the future level-of-service analysis, an attempt was made to calibrate the existing a.m. and p.m. Synchro traffic models with the field measured travel time data provided by Snohomish County in Attachment C of DPW Procedure 4210. The travel time measurements were taken in the field in June 2001 and included both a.m. and p.m. travel times for 228th Street SE, between 45th Avenue SE and SR-9. The p.m. travel time study showed an average travel speed of 19.6 mph and the a.m. travel time study showed an average travel speed of 19.3 mph.

Using the more recent traffic data collected by CH2M HILL (February 2003), the existing p.m. traffic model showed a computed average travel speed of 34.6 mph. And using the data provided by Snohomish County (April 2002), the existing a.m. traffic model showed a computed average travel speed of 33.0 mph. After discovering the discrepancy between the Synchro model and the field measured arterial travel speeds, CH2M HILL contacted and worked with Snohomish County to devise a calibration method that would yield both comparable average travel speeds and a reasonable overall intersection LOS at the intersection of SR-9 and 228th Street SE. While working together, both Snohomish County and CH2M HILL found a way to modify the saturation flow rate for the eastbound through/right lane at the intersection of SR-9 and 228th Street SE that would produce average travel speeds identical to the travel time studies. After completing this modification, the p.m. peak-hour model showed a computed average travel speed of 19.6 mph and the a.m. peak-hour model showed 19.3 mph. In addition, the Synchro model yielded reasonable intersection levels-of-service.

After completing the calibration, the CH2M HILL traffic models were carried forward to complete the future level-of-service analysis.

#### Critical Arterial Unit Movements

Table 6 shows the key intersections for the critical arterial unit movements as stated by Snohomish County.

**TABLE 6**Key Intersections for Critical Arterial Unit Movements

Unit No.	Key Intersection No.	Major Leg	Minor Leg
272	202	228th Street SE	45th Avenue SE
	203	SR-9	228th Street SE

Source: As identified in Key Intersections (Snohomish County, 2003).

Current a.m. and p.m. intersection counts and pipeline inventory reports for both key intersections on 228th Street SE were collected from Snohomish County (Werdal, pers. comm., 2003). The intersection counts included turning movement volumes, heavy vehicle volumes, and peak-hour factors. In addition, a count of the intersection of SR-9 and 228th Street SE was performed between 3:30 p.m. and 5:30 p.m. on Tuesday, February 11, 2003, by CH2M HILL. Using these counts, the pipeline inventory reports, and the estimated project trips, traffic volumes for the following conditions were computed.

- Existing (Year 2003)
- Future (Year 2010) Traffic Volumes without Brightwater
- Future (Year 2010) Traffic Volumes with Brightwater

These intersection volumes are presented in tabular form in Attachment A.

The computed intersection volumes, heavy vehicle percentages, and peak-hour factors were entered into a Synchro, Version 5.0 (Build 323), traffic model to determine intersection operations and arterial LOS. Using the traffic model, future travel speeds were estimated for the two future year conditions.

In both analyses, the planned signalization of the intersection at 228th Street SE and 45th Avenue SE was included. Pursuant to DPWR 4213 (VI) (D), this project was included in the future operations analysis because it is necessary to determine the future conditions in which the forecasted volumes will be applied. A four-phase signal with permitted left turns and optimized timing was assumed. Synchro arterial LOS reports for both conditions are in Attachment B.

The results of the a.m. and p.m. peak hour analyses for future traffic volumes without Brightwater are summarized in Table 7.

**TABLE 7**Arterial Analysis Summary for Future Traffic Volumes (Year 2010) without Brightwater

Unit No.	Peak Hour	Direction	Category	LOS Standard	Minimum Speed Standard (mph)	Estimated Travel Speed (mph)	Meet Speed Standard?	Estimated Level of Service
272	AM	Eastbound	2	LOS C	25.0	10.2	No	F
	PM	Eastbound	2	LOS C	25.0	9.8	No	F

Both a.m. and p.m. peak-hour results show the arterial unit not meeting the speed standard of 25.0 mph for a Category 2 roadway at LOS C and operate at LOS F.

The results of the a.m. and p.m. peak hour analyses for future traffic volumes with Brightwater are summarized in Table 8.

TABLE 8
Arterial Analysis Summary for Future Traffic Volumes (Year 2010) with Brightwater

Unit No.	Peak Hour	Direction	Category	LOS Standard	Minimum Speed Standard (mph)	Estimated Travel Speed (mph)	Meet Speed Standard?	Estimated Level of Service
272	AM	Eastbound	2	LOS C	25.0	13.1	No	F
	PM	Eastbound	2	LOS C	25.0	16.8	No	F

Tables 7 and 8 show both the a.m. and p.m. peak-hour results do not meet the speed standard of 25.0 mph for a Category 2 roadway at LOS C and operate at LOS F. They also show the estimated travel speed in the future without Brightwater is lower than in the future with Brightwater. The reason is Brightwater is removing more trips from the transportation system than it is creating, thus allowing the project condition to operate at higher speeds.

## **WSDOT Intersections**

Four intersections that are under WSDOT jurisdiction along SR-9 from the SR-522 interchange to SR-524 (Figure 3) were analyzed with Synchro, Version 5.0 (Build 323) pursuant to DPWR 4210 (IV)(D) for the existing and two future year conditions. These WSDOT-controlled intersections were chosen for analysis pursuant to DPWR 4210 (IV) (G).

In addition, the intersection of 228th Street SE and 45th Avenue SE was analyzed for Snohomish County. In both future year analyses the planned signalization of the intersection at 228th Street SE and 45th Avenue SE was included. Pursuant to DPWR 4213 (VI) (D), this project was included in the future operations analysis because it is necessary to determine the future conditions in which the forecasted volumes will be applied. A four-phase signal with permitted left turns and optimized timing was assumed. The a.m. and p.m. peak hour intersection volumes for the conditions analyzed are in Attachment A. Synchro intersection reports for both conditions are in Attachment C.

Table 9 shows that the intersections in the future without Brightwater operate worse than the intersections in the future with Brightwater. The reason is the Brightwater project is removing more trips from the transportation system than it is creating, allowing improved operations.

**TABLE 9**Intersection Analysis Summary for AM and PM Peak Hours

	Poak	Existing (2003) Volumes			olumes hout itwater	2010 Volumes with Brightwater		
Intersection (Jurisdiction)	Hour	LOS	Delay	LOS	Delay	LOS	Delay	
SR-9 and SR-522 Eastbound	AM	С	21.2	С	26.7	С	24.8	
Ramps (WSDOT)	PM	D	37.9	D	37.6	D	35.1	
SR-9 and SR-522 Westbound	AM	<u>D</u>	<u>27.3</u>	<u>F</u>	<u>110.1</u>	<u>D</u>	34.3	
Ramps (WSDOT)	PM	<u>D</u>	<u>28.2</u>	<u>F</u>	<u>&gt;1000</u>	<u>F</u>	<u>139.0</u>	
SR-9 and 228th Street SE	AM	D	39.5	F	90.8	E	66.2	
(WSDOT)	PM	С	27.3	F	95.4	С	31.2	
SR-9 and SR-524 (WSDOT)	AM	F	101.7	F	130.6	F	114.2	
	PM	E	60.2	E	79.0	E	67.7	
228th Street SE and 45th	AM	<u>F</u>	<u>57.1</u>	Α	7.5	Α	6.9	
Avenue SE (Snohomish County)	PM	<u>F</u>	<u>255.1</u>	Α	8.7	Α	8.4	

<sup>1.</sup> Underlined text indicates an unsignalized intersection. The highest stop-controlled approach LOS and Delay is reported.

#### IMPACT FEE AND MITIGATION REQUIREMENTS

Section 30.66B.310 (4) (SCUDC) states, "Developments which are determined to cause a greater reduction in ADT on the road system than the number of new ADT generated by the development, by promoting the use of transit or other means, will be determined to generate no new ADT for the purpose of determining the developments road system impact fee." Since the Brightwater treatment plant would cause a greater reduction in ADT than the number of new ADT generated, no impact fee is required of the Brightwater project under the Snohomish County road system impact fee guidelines.

The results of the critical arterial unit and intersection operations analyses show the Brightwater 36-mgd treatment plant operations cause no impacts because development of the plant at the Route 9 site would displace existing land uses that currently generate more trips than the proposed project. As such, no mitigation is required of the Brightwater project under the Snohomish County concurrency guidelines. Also, Brightwater project traffic using Snohomish County and WSDOT intersections are estimated to cause no impacts greater than the future volumes without Brightwater condition.

<sup>2.</sup> Delay is in units of seconds per vehicle.

<sup>3.</sup> Intersections operating at LOS E/F are in **bold** type.

# **REFERENCES**

ITE. 1997. Trip Generation Manual. 6th ed. Institute of Transportation Engineers.

Lee, David. 2003. Phone Conversation with T. Newkirk, CH2M HILL. Snohomish County Department of Public Works. August 28, 2003.

Snohomish County. 1998–2001. Traffic Operations, 1998-2001 Historical Traffic Counts. Snohomish County Department of Public Works.

Snohomish County. 2002a. *Conducting Future Level-of-Service Analysis*. Snohomish County Department of Public Works. October 17, 2002 (printed March 13, 2003).

Snohomish County. 2002b. *Critical Arterial Units*. Snohomish County Department of Public Works. August 20, 2002 (printed March 13, 2003).

Snohomish County. 2003. *Key Intersections*. Snohomish County Department of Public Works. January 29, 2003 (printed March 13, 2003).

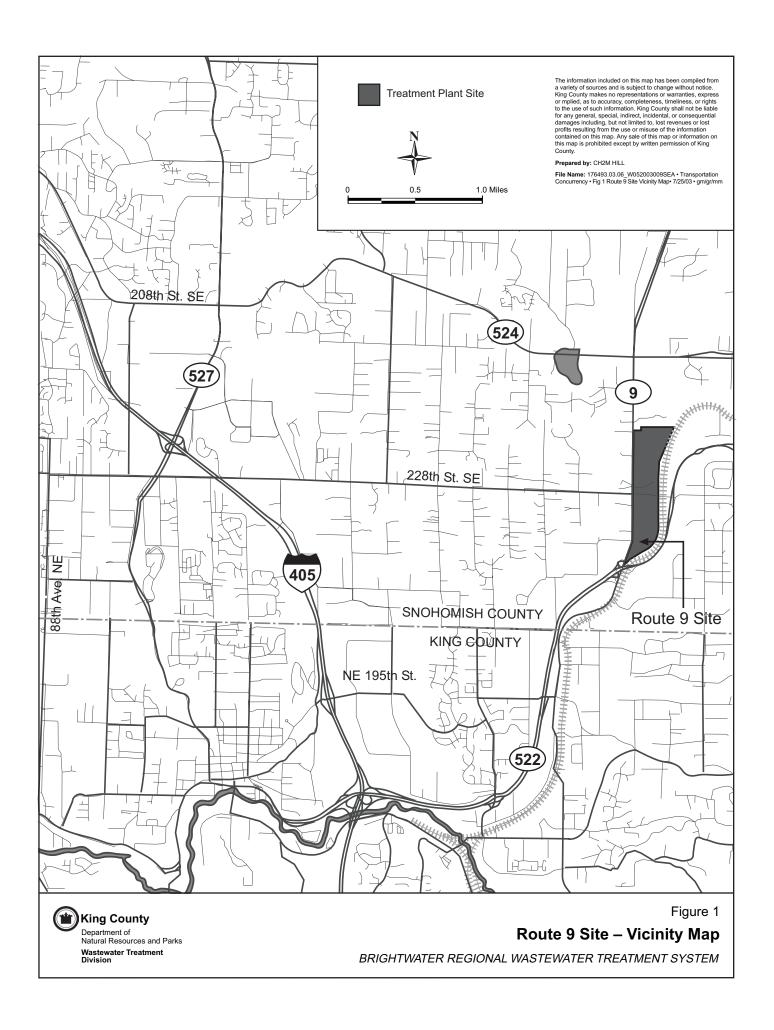
Thompson, Kathi. 2003. E-mail attachments to T. Newkirk, CH2M HILL. Pharos Corp. February 11, 2003.

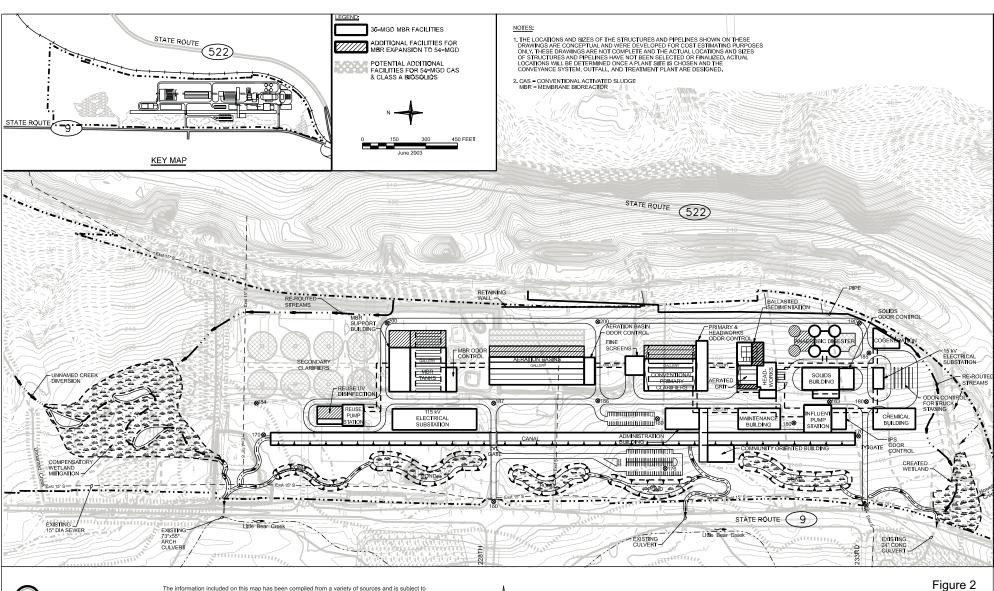
Werdal, Debra. 2003. E-mail attachments to T. Newkirk, CH2M HILL. Snohomish County Department of Public Works. April 1, 2003.

WSDOT. 2002. *Annual Traffic Report* – 2002. Transportation Data web page, Washington State Department of Transportation. <a href="http://www.wsdot.wa.gov/mapsdata/tdo/annualtrafficreport.htm">http://www.wsdot.wa.gov/mapsdata/tdo/annualtrafficreport.htm</a> (accessed: March 13, 2003).

# **ATTACHMENTS**

- A AM and PM Peak-Hour Future Traffic Volumes in Tabular Form
- B Synchro Arterial LOS Reports
- C Synchro Intersection Reports
- D Documents Required by Snohomish County





King County
Department of
Natural Resources and Parks
Wastewater Treatment

Division

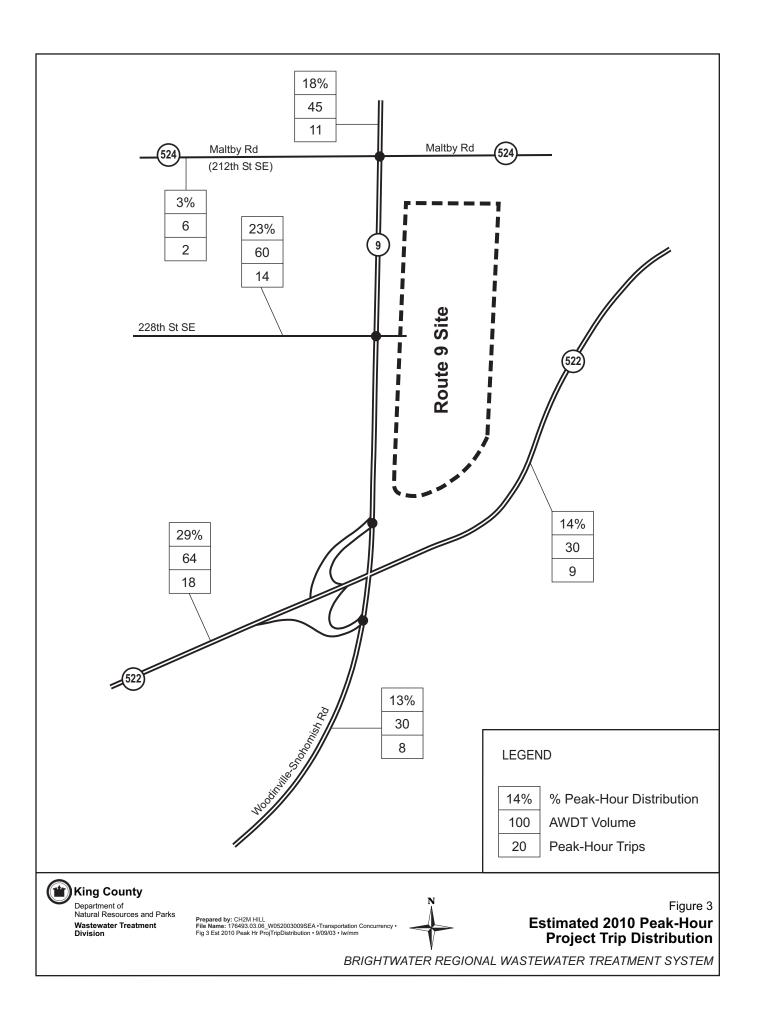
The information included on this map has been compiled from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

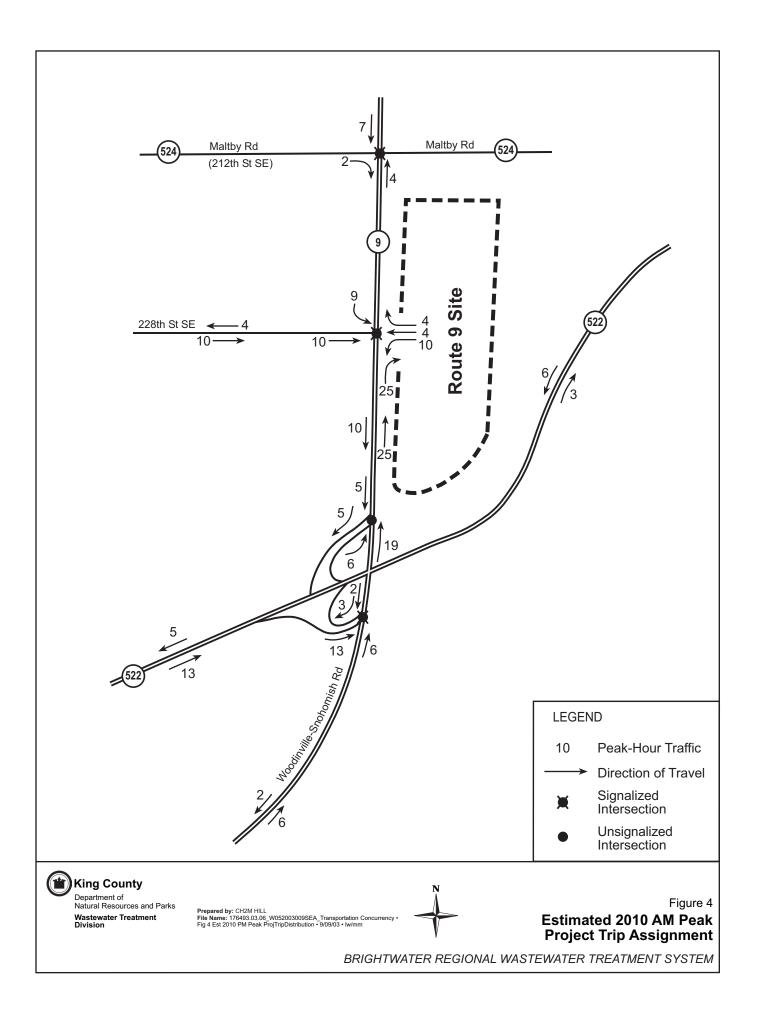
N

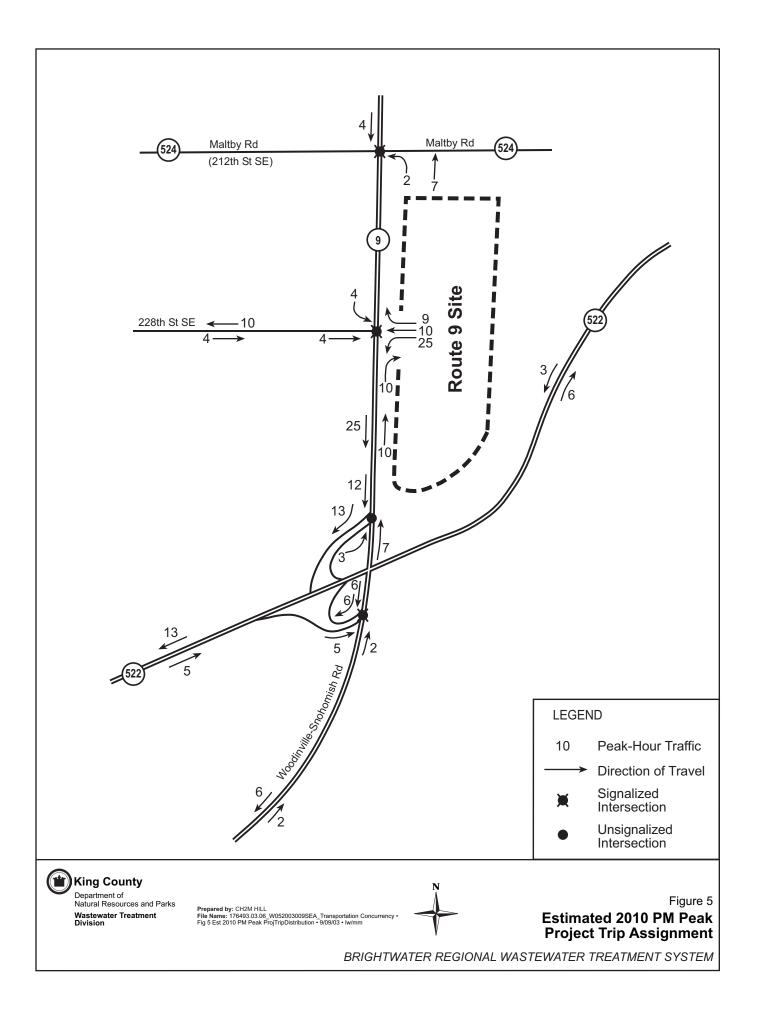
Route 9 Site – 36- and 54-mgd Plant

Prepared by: CH2M HILL File Name: 176493.03.06\_W052003009SEA • Transportation Concurrency • Fig 2 Route 9 - 36 and 54 mgd Plant • 7/25/03 • lw/mm

BRIGHTWATER REGIONAL WASTEWATER TREATMENT SYSTEM









Future 2010 AM Peak Hour Traffic Volumes for Intersection #192, SR-9 & SR-522 EB Ramps

Intersection ID #192	EBL	EBT	EBR	WBL		WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing Count, 06/19/2002	229	0	55	0	0	0	33	283	0	0	710	24
Pipeline Development Trips	11	0	30	0	0	0	4	218	0	0	107	65
Subtotal (Trips without Project)	240	0	85	0	0	0	37	501	0	0	817	89
Pipeline Trips Removed												
Northshore SD Bus Barn	3	0	0	0	0	0	0	34	0	0	14	17
Woodinville North BP	4	0	0	0	0	0	0	158	0	0	3	26
Existing Site Trips Removed Active Excavators, Wild West Mustang Ranch, CT Sales, Woody's Auto Parts, Insurance Auto Auctions, Fitz Auto StockPot Soup, Quality Business Systems, Bear Creek Grange Hall	13	0	0	0	0	0	0	17 9	0	0	15 2	1
Project Trips	13	0	0	0	0	0	0	6	0	0	2	3
Subtotal (Project Trips minus Existing Trips) Subtotal (Total Trips Added)	-7 -14	00	0 0	0 0	0 0	0 0	0	-20 -212	0 0	0 0	-15 -32	2 -41
Total Forecast with Project	226	0	85	0	0	0	37	289	0	0	785	48

10/03/2003 SR9-SR522EB

Future 2010 AM Peak Hour Traffic Volumes for Intersection #XXX, SR-9 & SR-522 WB Ramps

Intersection ID #XXX	EBL	EBT	EBR	WBL		WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing Count, No Count-Estimated	50	0	136	0	0	0	83	429	0	0	586	810
Pipeline Development Trips	0	0	0	0	0	0	0	229	0	0	172	28
Subtotal (Trips without Project)	50	0	136	0	0	0	83	658	0	0	758	838
Pipeline Trips Removed												
Northshore SD Bus Barn	0	0	0	0	0	0	0	37	0	0	31	0
Woodinville North BP	0	0	0	0	0	0	0	162	0	0	29	0
Existing Site Trips Removed Active Excavators, Wild West Mustang Ranch, CT Sales, Woody's Auto Parts, Insurance Auto Auctions, Fitz Auto StockPot Soup, Quality Business Systems, Bear Creek Grange Hall	3	0	0	0	0	0	0	30 16	0	0	16 2	23
Project Trips	6	0	0	0	0	0	0	19	0	0	5	5
Subtotal (Project Trips minus Existing Trips) Subtotal (Total Trips Added)	1	0 0	0 0	0 0	0	0 0	0 0	-27 -226	0 0	0	-13 -73	-21 -21
Total Forecast with Project	51	0	136	0	0	0	83	432	0	0	685	817

10/03/2003 SR9-SR522WB

Future 2010 AM Peak Hour Traffic Volumes for Intersection #XXX, SR-9 & SR-524 (Maltby Road)

Intersection ID #XXX	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing Count, 04/09/2002	33	134	162	82	119	24	32	176	37	6	869	48
Pipeline Development Trips	0	0	29	14	0	0	18	33	21	1	123	7
Subtotal (Trips without Project)	33	134	191	96	119	24	50	209	58	7	992	55
Pipeline Trips Removed												
Northshore SD Bus Barn	0	0	12	6	0	0	2	5	2	0	6	0
Woodinville North BP	0	0	11	6	0	0	18	2	20	0	9	1
Existing Site Trips Removed Active Excavators, Wild West Mustang Ranch, CT Saies, Woody's Auto Parts, Insurance Auto Auctions, Fitz Auto StockPot Soup, Quality Business Systems, Bear Creek Grange Hall	0	0	5	2	0	0	1	3	1	0	26 6	0
Project Trips	0	0	2	0	0	0	0	4	0	0	7	0
Subtotal (Project Trips minus Existing Trips) Subtotal (Total Trips Added)	0	0 0	-4 -27	-3 -15	0	0 0	-1 -21	-1 -8	-1 -23	0	-25 -40	0 -1
Total Forecast with Project	33	134	164	81	119	24	29	201	35	7	952	54

10/03/2003 SR9-SR524

Future 2010 AM Peak Hour Traffic Volumes for Intersection #203, SR-9 & 228th Street SE

Tribute 2010 Air Feat Hour Hairic Volumes for intersection #203, 3n-3 & 220th Street SE												
Intersection ID #203	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing Count, 04/04/2002	56	4	252	5	1	1	92	311	18	8	1109	117
Pipeline Development Trips	0	42	32	60	21	0	8	72	150	50	108	8
Subtotal (Trips without Project)	56	46	284	65	22	1	100	383	168	58	1217	125
Pipeline Trips Removed												
Northshore SD Bus Barn	0	21	0	31	17	0	0	9	28	24	0	0
Woodinville North BP	0	0	0	29	4	0	0	40	122	26	0	0
Existing Site Trips Removed Active Excavators, Wild West Mustang Ranch, CT Sales, Woody's Auto Parts, Insurance Auto Auctions, Fitz Auto StockPot Soup, Quality Business Systems, Bear Creek Grange Hall	0	0	7	0 5	0	0	2	5	0	0	33	0
Project Trips	0	10	0	10	4	4	0	0	25	9	0	0
Subtotal (Project Trips minus Existing Trips) Subtotal (Total Trips Added)	0	6 -15	-7 -7	5 -55	3 -18	3	-2 -2	-5 -54	7 -143	1 -49	-33 -33	0
Total Forecast with Project	56	31	277	10	4	4	98	329	25	9	1184	125

10/03/2003 SR9-228th

Future 2010 AM Peak Hour Traffic Volumes for Intersection #202, 228th Street SE & 45th Avenue SE

Intersection ID #202	EBL	EBT	EBR	WBL	WBT	WBR		NBT	NBR	SBL	SBT	SBR
Existing Count, 07/25/2001	3	325	274	43	210	4	18	12	14	33	117	32
Pipeline Development Trips	1	66	6	4	29	5	2	1	4	9	4	5
Subtotal (Trips without Project)	4	391	280	47	239	9	20	13	18	42	121	37
Pipeline Trips Removed												
Northshore SD Bus Barn	0	18	0	2	14	1	0	0	2	1	0	0
Woodinville North BP	0	18	0	1	3	0	0	0	1	2	0	0
Existing Site Trips Removed Active Excavators, Wild West Mustang Ranch, CT Sales, Woody's Auto Parts, Insurance Auto Auctions, Fitz Auto StockPot Soup, Quality Business Systems, Bear Creek Grange Hall	0	6	0	0	2	0	0	0	0	1	0	0
Project Trips	0	10	0	0	4	0	0	0	0	0	0	0
Subtotal (Project Trips minus Existing Trips) Subtotal (Total Trips Added)	0	0 -36	0 0	0 -ვ	1 -16	0 -1	0 0	0 0	0 -3	-1 -4	0	0
Total Forecast with Project	4	355	280	44	223	8	20	13	15	38	121	37

Future 2010 PM Peak Hour Traffic Volumes for Intersection #192, SR-9 & SR-522 EB Ramps

Intersection ID #192	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing Count, 06/19/2002	573	0	59	0	0	0	154	568	0	0	447	56
Pipeline Development Trips	13	0	8	0	0	0	18	212	0	0	72	197
Subtotal (Total without Project)	586	0	67	0	0	0	172	780	0	0	519	253
Pipeline Trips Removed												
Northshore SD Bus Barn	3	0	0	0	0	0	0	36	0	0	21	28
Woodinville North BP	0	0	0	0	0	0	0	52	0	0	16	161
Existing Site Trips Removed Active Excavators, Wild West Mustang Ranch, CT Sales, Woody's Auto Parts, Insurance Auto Auctions, Fitz Auto StockPot Soup, Quality Business Systems, Bear Creek Grange Hall	21	0	0	0	0	0	0	21 5	0	0	17	2
Project Trips	5	0	0	0	0	0	0	2	0	0	6	6
Subtotal (Project Trips minus Existing Trips) Subtotal (Total Trips Added)	-20 -23	0 0	0 0	0 0	0 0	0 0	0 0	-24 -112	0	0	-24 -61	2 -187
Total Forecast with Project	563	0	67	0	0	0	172	668	0	0	458	66

10/03/2003 SR9-SR522EB

Future 2010 PM Peak Hour Traffic Volumes for Intersection #XXX, SR-9 & SR-522 WB Ramps

Future 2010 FM Feak Hour Trainic Volumes for intersection #AAA, Sh-9 & Sh-522 WD hamps												
Intersection ID #XXX	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing Count, 02/11/2002	16	0	66	0	0	0	32	1047	0	0	392	357
Pipeline Development Trips	20	0	0	0	0	0	0	225	0	0	269	19
Subtotal (Total without Project)	36	0	66	0	0	0	32	1272	0	0	661	376
Pipeline Trips Removed												
Northshore SD Bus Barn	0	0	0	0	0	0	0	39	0	0	49	0
Woodinville North BP	0	0	0	0	0	0	0	52	0	0	177	0
Existing Site Trips Removed Active Excavators, Wild West Mustang Ranch, CT Sales, Woody's Auto Parts, Insurance Auto Auctions, Fitz Auto StockPot Soup, Quality Business Systems, Bear Creek Grange Hall	1	0	0	0	0	0	0	42 9	0	0	19 15	18
Project Trips	3	0	0_	0	0	0	0	7	0	0	12	13
Subtotal (Project Trips minus Existing Trips) Subtotal (Total Trips Added)	2	0	0	0	0	0 0	0	-44 -135	0 0	0	-22 -248	-18 -18
Total Forecast with Project	38_	0	66	0	0	0	32	1137	0	0	413	358

10/03/2003 SR9-SR522WB

Future 2010 PM Peak Hour Traffic Volumes for Intersection #XXX, SR-9 & SR-524 (Maltby Road)

Intersection ID #XXX	EBL	EBT	EBR	WBL				NBT	NBR	SBL	SBT	SBR
Existing Count, 03/18/2002	76	143	43	36	183	28	137	854	66	16	337	31
Pipeline Development Trips	20	0	15	13	0	7	20	123	9	3	58	5
Subtotal (Total without Project)	96	143	58	49	183	35	157	977	75	19	395	36
Pipeline Trips Removed												
Northshore SD Bus Barn	0	0	10	9	0	0	2	7	1	0	6	0
Woodinville North BP	1	0	3	3	0	0	2	11	0	0	3	0
Existing Site Trips Removed Active Excavators, Wild West Mustang Ranch, CT Sales, Woody's Auto Parts, Insurance Auto Auctions, Fitz Auto StockPot Soup, Quality Business Systems, Bear Creek Grange Hall	0	0	1	1	0	0	5	32 11	2	0	4	0
Project Trips	0	0	0	0	0	0	2	7	0	0	4	0
Subtotal (Project Trips minus Existing Trips) Subtotal (Total Trips Added)	0 -1	0 0	-1 -14	-1 -13	0 0	0 0	-5 -9	-36 -54	-3 -4	0 0	-2 -11	0
Total Forecast with Project	95	143	44	36	183	35	148	923	71	19	384	36

10/03/2003 SR9-SR524

Future 2010 PM Peak Hour Traffic Volumes for Intersection #203, SR-9 & 228th Street SE

Intersection ID #203	EBL	EBT	EBR	WBL	WBT			NBT	NBR	SBL	SBT	SBR
Existing Count, 02/11/2003	132	6	130	28	20	3	115	914	9	2	430	70
Pipeline Development Trips	13	29	16	226	50	0	37	139	69	34	46	6
Subtotal (Total without Project)	145	35	146	254	70	3	152	1053	78	36	476	76
Pipeline Trips Removed												
Northshore SD Bus Barn	0	22	0	49	27	0	0	10	29	25	0	0
Woodinville North BP	0	7	0	177	23	0	0	13	40	9	0	0
Existing Site Trips Removed Active Excavators, Wild West Mustang Ranch, CT Sales, Woody's Auto Parts, Insurance Auto Auctions, Fitz Auto StockPot Soup, Quality Business Systems, Bear Creek Grange Hall	0	0	2	0 28	0 20	0	5	39	0	0	6	0
Project Trips	0	4	0	25	10	9	0	0	10	4	0	0
Subtotal (Project Trips minus Existing Trips) Subtotal (Total Trips Added)	0	-2 -31	-2 -2	-3 -229	-10 -60	6	-5 -5	-40 -63	1 -68	2 -32	-6 -6	0
Total Forecast with Project	145	4	144	25	10	9	147	990	10	4	470	76

10/03/2003 SR9-228th

Future 2010 PM Peak Hour Traffic Volumes for Intersection #202, 228th Street SE & 45th Avenue SE

Intersection ID #202	EBL	EBT	EBR	WBL	WBT			NBT	NBR	SBL	SBT	SBR
Existing Count, 11/13/2002	51	295	55	17	389	56	124	120	36	18	24	24
Pipeline Development Trips	6	48	4	5	76	9	8	5	2	5	3	4
Subtotal (Total without Project)	57	343	59	22	465	65	132	125	38	23	27	28
Pipeline Trips Removed												
Northshore SD Bus Barn	0	21	0	0	26	1	0	0	0	1	0	0
Woodinville North BP	0	6	0	4	19	0	0	0	1	0	0	0
Existing Site Trips Removed Active Excavators, Wild West Mustang Ranch, CT Sales, Woody's Auto Parts, Insurance Auto Auctions, Fitz Auto StockPot Soup, Quality Business Systems, Bear Creek Grange Hall	0	2	0	0	4 17	1 2	0	0	0	0	0	0
Project Trips	0	4	0	0	10	0	0	0	0	0	0	0
Subtotal (Project Trips minus Existing Trips) Subtotal (Total Trips Added)	0 0	-3 -30	0	-1 -5	-11 -56	-3 -4	0 0	0 0	-1 -2	0 -1	0	0
Total Forecast with Project	57	313	59	17	409	61	132	125	36	22	27	28

10/03/2003 228th-45th

Attachment B

# Arterial Level of Service: EB 228th ST SE - 45 to SR9

Cross St	reet	Arterial Class	Flov Spee	v Running d Time	g Signa B Delay	Travel Time (s)	Dist (ml)	Arterial Speed	Arterial LOS
SR9		11	3	7 135.3	3 126.1	261.4	1.4	19.3	D
Total		[]		135.3	3 126.1	261.4	1.4	19.3	D

Cross Stree	Arterial ot Class	Flow Running Speed Time	Signal Delay	Travel Time (s)	Dist (mi)	Artenal Speed	Arterial LOS
SR9	II	38 134.3	123.4	257.7	1.4	19.6	D
Total	11	134.3	123.4	257.7	1.4	19.6	D

Cross Street	Arterial Class	Flow Running Speed Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	
SR9	11	37 135.3	360.0	495.3	1.4	10.2	F
Total	lt .	135.3	360.0	495.3	1.4	10.2	F

Cross Stree	Arterial St Class	Flow Running S Speed Time I	ignal Jelay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
45th Ave SI	E III	35 143.9	5.2	149,1	1.4	33.8	A
Total	ELI	143.9	5.2	149.1	1.4	33.8	A

Cross Stre	Arteriai et Class	Flow Running Speed Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR9	11	38 134.3	378.0	512.3	1,4	9.8	F
Total	11	134.3	378.0	512.3	1.4	9.8	F

Gross Street	Arterial Class	Flow Running Speed Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
45th Ave SE	111	35 143.9	8.7	152.6	1.4	33.0	A
Total	<b>I</b> FI	143.9	8.7	152.6	1.4	33.0	A

Cross Stree		Flow Running Speed Time					
SR9	ll l	37 135.3	248.9	384.2	1.4	13.1	Ε
Total	11	135.3	248.9	384.2	1.4	13.1	E

Cross Street	Arterial Class	Flow Running Speed Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
45th Ave SE	111	35 143.9	5.0	148.9	1.4	33.8	A
Total	III	143.9	5.0	148.9	1.4	33.8	A

Cross Street	Arterial Class	Flow Running Speed Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR9	11	38 134.3	165.9	300.2	1.4	16.8	E
Total	11	134.3	165.9	300.2	1.4	16.8	E

Cross Street	Arterial Glass	Flow Running Speed Time		Travel Time (s)		Arterial Speed	Arteria LOS
45th Ave SE	111	35 143.9	8.3	152.2	1.4	33.1	A
Total	III	143.9	8.3	152.2	1.4	33.1	A

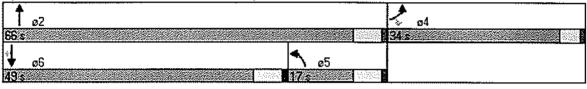


	•	7	4	1	<b>↓</b>	∢		
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	ሻ	7	Ŧ	<b>个</b>	<b>^</b>	7		
Sign Control	Stop			Free	Free			
Grade	-3%	and the state of t	wanders to be early board	-5%	5%	الرجيدة والمراورة والمراور	magnetic man or processing the second	
Volume (veh/h)	50	136	83	429	586	810		
Peak Hour Factor	0.89	0.89	0.88	0.88	0.93	0.93	Distriction of the selection of the sign of the selection of the selecti	<b>POSTONOS S</b> ERVICIONAS A LA CONTRACTOR DE ALGUNA DE CONTRACTOR DE CONTRA
Hourly flow rate (veh/h)	57	154	95	492	636	880		
Pedestrians		en e			terresenta			
Lane Width (ft) Walking Speed (ft/s)			and the second					
Percent Blockage								
Right turn flare (veh)						Aroko alimba ananasa		
Median type	None							
Median storage veh)	AMERICA CONTRACT				MARINAN PARK			
Upstream signal (ft)				500				
pX, platoon unblocked	1.00	te di beneriota fontentidisti	trationio atributa anticipitati	empledene unbeschilden bei		ed travers and deal decrease and artistic proof		
vC, conflicting volume	1319	636	1516	No.				
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	1320	636	1516	rans Alexander (Area (Area (Area (Area (Ar		Seconda necesario de la cual como		Sicologico de como totologo estas alta come de delegar
tC, single (s)	6.5	6.3	4.2					
tC, 2 stage (s)			2.3					George Colored Colored Administration
tF (s) p0 queue free %	<b>3.6</b> 55	3.4 66	∠.3 77					
cM capacity (veh/h)	125	457	407					
popularia de la comita della co		01-004-00-00-000-00-00-	MANAGANA MANAGANA					
Direction, Lane #	EB 1		NB 1	NB 2	SB 1	SB2		
Volume Total Volume Left	57	154	95	492	636	880		
Volume Right	57 0	0 154	95 0	0 0	0 0	0 880		
cSH	125	457	407	1700	1700	1700		
Volume to Capacity	0.45	0,34	0.23	0.29	0.37	0.52		
Queue Length (ft)	51	37	22	0	0	0		
Control Delay (s)	55.9	16.8	16.5	0.0	0.0	0.0		
Lane LOS	F	C	Ç	erendine ( ) en al elado	tien krepte belanes som iktis	e e e de e e e e e e e e e e e e e e e		
Approach Delay (s)	27.3		2.7		0.0			
Approach LOS	D				and the second section of the second	The second secon		er en
Intersection Summary								
Average Delay			3.2		·····			
Intersection Capacity U	tilization		66.4%	10	CU Leve	el of Servic	В	

	۶	<b>→</b>	•	•	4	*	4	1	<b>/</b>	<b>&gt;</b>	<b>↓</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBA	SBL	SBT	SBR
Lane Configurations		4			4			4			44	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	ententialismos partialismos
Volume (veh/h)	3	325	274	43	210	4	18	12	14	33	117	32
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.54	0.54	0.54	0.95	0.95	0.95
Hourly flow rate (veh/h)	3	368	311	50	246	5	34	23	26	35	126	34
Pedestrians	Colon dulant di sunt delle											
Lane Width (ft)												A CONTRACTOR OF THE CONTRACTOR
Walking Speed (ft/s)	caceattle control e Anna C	Anna mentam ne ne tutenna i	of the first of the control of the control			an anneadamhráchtaí deiseach	en 6 Sanatz Status Glaver Politic	Trade, liki ordalara si		to the experience and starts	tarin dan managan	
Percent Blockage												
Right turn flare (veh)	Sent Broduction (Section)	v avarrantana makasa	·	ententelestentelesten	takmaa wasan kaka	ara interiorational	ro contrenantementativa	Neg Zing Neghaliya a pilana a daga	hetekakan dan mari belada	ation with the con-	rain Li in ainteire exeitade	laydanguanging
Median type								None			None	
Median storage veh)	NAMOGRAPHY PARKOGO					ESCOVANOVSKA OCS	50370 804000000		volvostulats es calo	tärrerannaraanieras	na nepresentaj nepresadaj.	nonetrolopiakoan
Upstream signal (ft)	on real course in the colorest					~ ****						
pX, platoon unblocked	AP4			676	OTOTAL CONTRACT	Errotesesentino:	1915 <b>1-X-3</b> -7-7-7-7				15000000000000000000000000000000000000	STEPS AND AND AND
vC, conflicting volume	251			679			977	882	524	918	1035	249
vC1, stage 1 conf vol		SWESSES SE						00000000000000000000000000000000000000				000000000000000000000000000000000000000
vCu, unblocked vol	251	<b>2</b> 53425333		679			977	882	524	918	1035	249
tC, single (s)	4.1	20522XXXXXX		4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							1.1	ပ.၁	0.2		0,3	۵.۵
15, 2 stage (s) 1F (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			94		en arte o tono da turcano.	70	92	95	9.5 84	42	96
cM capacity (veh/h)	1315			904			115	268	554	215	218	790
(participation) (interference in delical Comment in the Comment in	onen en			0.0000000000000000000000000000000000000						******		
Direction, Lane #		WB1										
Volume Total	682	301	83	195								
Volume Left	3	50	34	35	eroserono acto	78/8/2000/00/00/00/00/00/00/00/00/00/00/00/0	kumanawana	taenikin da distribusion		erannas estra ananos	557859555655555555	0.000000000000000
Volume Right	311	5	26	34				to the second				
cSH	1315	904 <b>0.</b> 06	194	249 0.78		Residence of the second				2002-2003-2003	0.500.600.600.000	SIA (Pariodoropius
Volume to Capacity	00.00 0	e anni Albertan ann an Aireann Sailtean (1987 ag	0,43 49	0.76 146								
Queue Length (ft)	0.1	4 2.0	49 36.8	57.1		Karataran da karata Karataran da karataran da karatar				FERNING COOK	VI. (10.10.10.10.10.10.10.10.10.10.10.10.10.1	
Control Delay (s) Lane LOS	U.1 A	2.U A	ుం.ం E	၁/.၂ F								
Approach Delay (s)	0.1	2.0	_ 36.8	57.1						\$\$\$\$\$\$\$\$\$\$\$\$		V0000000000000000000000000000000000000
Approach LOS	<b>V.</b> 1	۷.5	ుం.ం E	ی. F								
Intersection Summary												
Average Delay			11.8									
Intersection Capacity Ut	ilization		81.9%	IC	CU Leve	el of Sen	vice		D			

	۶	7	4	1	↓	1
long Crown	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group	W. 11 22 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12 12		2000-001-00-01-00-	- 1000 0100 0100 1100 1100 1100 1100 11	- OD	
Lane Configurations	<b>ሻ</b>	<b>7</b>	<b>\</b>	<b>∱</b> ⊝4000	<u>ቸ</u>	<b>*</b>
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	-3%			5%	-5%	
Storage Length (ft)	0	0	0	odrećeni kraji o razbanenio	nen Senares elkanelanen iva	0
Storage Lanes	1	1	1			1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Satd. Flow (prot)	1607	1438	1544	1625	1770	1505
Fit Permitted	0.950		0.950			
Satd. Flow (perm)	1607	1438	1544	1625	1770	1505
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		62				24
Link Speed (mph)	30	JŁ		35	45	<b>47</b>
Link Distance (ft)	500			2850	500	
	11.4			55.5	7.6	<u> </u>
Travel Time (s)	77 The Destrict of the Victoria	EE	20	Attached to the state of the state of	Market Market Contract Contrac	0.4
Volume (vph)	229	55	33	283	710	24
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)	nnes Gregoria et en	and the second s	enegacija i policija i	www.gwgwana	gwyddiaethau Gwyddiaethau	ana ing mga ng mga Ng mga ng mg
Peak Hour Factor	0.89	0.89	0.88	0.88	0.93	0.93
Growth Factor	101%	101%	101%	101%	101%	101%
Heavy Vehicles (%)	14%	14%	14%	14%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%	or one growth and the Control of the	and a second	0%	0%	o o o o o o popular de la completa del la completa de la completa del la completa de la completa
Lane Group Flow (vph)	260	62	38	325	771	26
Turn Type	action กับเกิดสิงให้เ	Perm	Prot			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Total Split (s)	34.0	34.0	17.0	66.0	49.0	49.0
Act Effet Green (s)	18.4	18.4	12.4	50.6	42.5	42.5
Actuated g/C Ratio		0.24	0.15			
	0.24			0.65	0.55	0.55
v/c Ratio	0.68	0.16	0.17	0.31	0.79	0.03
Uniform Delay, d1	28.2	0.0	33.9	5.4	15.5	0.7
Delay	28.5	7.5	36.3	6.7	25.6	6.3
LOS	C	A	D	Α	С	Α
Approach Delay	24.5	alvanista et la estra e	gay bagagana da ana da ar a	9.8	25.0	Landaniah toost t
Approach LOS	C			Α	C	
Queue Length 50th (ft)	136	0	19	62	353	1
Queue Length 95th (ft)	216	29	51	131	#688	15
Internal Link Dist (ft)	420		***************************************	2770	420	
50th Up Block Time (%)						
95th Up Block Time (%)		e installation (Alaka et al.)	emmenaarea	(0.000)	30%	
Turn Bay Length (ft)						
50th Bay Block Time %				Veriender (der		
95th Bay Block Time %	259888845	5 FOR ASSESSE	izdandena			NECESTRATE OF THE SECOND
					417	
Queuing Penalty (veh)					117	

Intersection Summary Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 77.6 Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.79	Intersection LOS: C
Intersection Signal Delay: 21.2 Intersection Capacity Utilization 61.6%	ICU Level of Service B
# 95th percentile volume exceeds capacity, q Queue shown is maximum after two cycles.	ueue may be longer.



	۶	<b>→</b>	7	•	<b>←</b>	•	•	1	<i>&gt;</i>	<b>&gt;</b>	<b>↓</b>	4
Lane Group	EBU	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	**	4		ሻ	7+		ሻ	<b>^</b>	7*	ሻ	<b>A</b>	7
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		1%			-1%			1%			-1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1			1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	100	250		100	250		100	250	100	100	250	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1761	*648	0	1778	1732	0	1727	1818	1545	1778	1872	1591
Fit Permitted	0.653			0.156			0.028			0.471		
Satd. Flow (perm)	1210	1579	0	292	1732	0	51	1818	1545	882	1872	1591
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	tuska i era seka erabakka se	198	tua kalumaken erabatkala d	decembración de como con e	2	or of my born blenders	er inderstructuuriselkan mee	Total Property Co. 10	22	and a contract of the first and affiliate	and and an extra section of the sect	54
Link Speed (mph)		32			35			45			45	
Link Distance (ft)	entrocenseronativo	2112	ation (Maritie of Karley)	inner (1865) (1865) (1865) (1865)	1000	Station Commission	nal-Solit un envenanzationen	1780	elle o trata tractica con est	Familia surfu edicação estambém	5290	Caracteristic Control
Travel Time (s)		45.0		<u> </u>	19.5			27.0			80.2	
Volume (vph)	56	4	252	5	1	<b>1</b>	92	311	18	8	1109	117
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)					procedure a succ	seraniing inite	: 20-16-2 <u>11</u> -22-22-2	radiguar <u>ii</u> nest <u>ii rii</u> mo	netovilui kuutuutei			MODEL SEL
Peak Hour Factor	0.81	0.81	0.81	0.44	0.44	0.44	0.82	0.82	0.82	0.97	0.97	0.97
Growth Factor	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		00/			<b></b>							
Mid-Block Traffic (%)	70	0%	SEESTIMES	###########	0%			0%		kadantatan 🕮 🖘	0%	000000000000000000000000000000000000000
Lane Group Flow (vph) Turn Type	70	319	0	11	A	0	113	383	_ 22	8	1155	122
Protected Phases	pm+pt	4		pm+pt			pm+pt		rerm	pm+pt		Perm
Permitted Phases	7 4	<b>.</b>		3	8		5 2	2	^	1	6	
Total Split (s)	19.6	29.6	0.0	8 14,6	29.6	0.0		4400	2 460	6	4400	6
Act Effct Green (s)	30.3	29.0 26.7	U.U	15.1	29.0 14.2	U.U	24.6 145.8	146.0 142.5	146.0	24.6	146.0	146.0
Actuated g/C Ratio	0.16	0.14			0.07		0.79	0.77	142.5 0.77	133.8	128.8	128.8
v/c Ratio	0.27	1.21		0.08	0.03		0.79	0.77	a profesional de la companya de la c	0.70	0,70	0.70
Uniform Delay, d1	66.9	20.2		65.7	42.5		50.2	7.8	0.02	0.01 5.2	0.89 23.9	0.11
Delay	73.9	126.1		86.0	73.0		52.8	6.6	2.2	ა,∠ 5.4	23.9 27.0	5.3
LOS	73.3 E	720.1		00.0 F	, 3.0 E	Yaran ing kalangan dan kalangan Kalangan dan kalangan dan kalang	32.0 D	0.6 A	2.2 A	3.4 A	27.0 C	5.6
Approach Delay		116.7			82.5			16.5			24.8	Α
Approach LOS		F			02.5 F			10.3 B			c	
Queue Length 50th (ft)	82	~270		14	3		90	93	0	2	937	22
Queue Length 95th (ft)	128	#410		18	8		157	186	8	7		59
Internal Link Dist (ft)	xxxi#YA	2032			920		2001 <b>Y</b> 100	1700			5210	
50th Up Block Time (%)								77.00			<i>JE10</i>	Markata Markata Markata Markata
95th Up Block Time (%)			engalaki kilikiki			severation (He						
Turn Bay Length (ft)												\$
50th Bay Block Time %			errosen ven en Sen		augaggige (1900)			ensia (autorio de la composició de la comp	er delen byzek			37778131325
95th Bay Block Time %												
Queuing Penalty (veh)	ogineesteldiitiil							(Section Villa) in	ero o carioteles		\$0\$3603333337	4304 o 4664

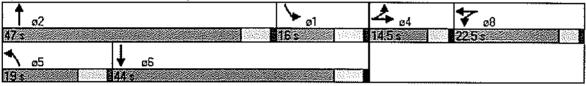
Intersection Summ	ary				
Area Type:	Other				
Cycle Length: 219.	8				
Actuated Cycle Ler					
The state of the s	ated-Uncoordinated				
Maximum v/c Ratio					
Intersection Signal	ra de la falla de la compositación de la color de la color de la falla de la color de la falla de la falla de l	Intersection	e Albald Down and Madhell and Dalam (1985), and Albald Albald Albald Albald Albald Albald Albald Albald Albald	110000000000000000000000000000000000000	
	ity Utilization 96.8%	ICU Level	of Service E		
<ul> <li>User Entered V</li> </ul>	a ana an Landrick na hair in air aire inn an taidhnicht a cuid ta an it ta an an an an an air aid air ath inn a				A control of the property and the
	ds capacity, queue is th		ر بر در		
	s maximum after two c				
	volume exceeds capa		ger.	er er reine i en er	
Queue shown is	maximum after two c	/cies:			

<b>→</b> ø1	<b>↑</b> •2	1	<u>_</u>	<b>♣</b> ₀4
24.6 s	146 s	13	6s 2	9.6 \$
<b>↑</b> ø5	<b>♦</b> ∞6		ø7	₩ @8
24.6 s	1465	18		29.6 \$

	۶	>	•	•	←	•	4	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	ţ	4
Lane Group	EBL	<b>EBT</b>	EBR	WBL	WBT	WBR	NBE	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*1	4			43		ሻ	7-		*	ĵ.	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150	. 100101 010 010 0 010 0	0	0		0	300	tete test dest journes journes (en gregory)	0	150	a automorphic en un un de unte e un teure f	0
Storage Lanes	1		0	0		0	1		0	1		Ō
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0	teantianean and an anacian as	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1770	1710	0	0	1804	0	1736	1779	0	1770	1848	0
Fit Permitted	0.950				0.982		0.950			0.950		
Satd. Flow (perm)	1770	1710	0	0	1804	0	1736	1779	0	1770	1848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			5		······································	13	******	The state of the s	3	W.W. W. SELLOWS B. C. S. P.
Link Speed (mph)		35			35		U en extra vera en en en	45			45	
Link Distance (ft)		2929	-1		3076		. 11.00.0010000000000000000000000000000	5290	distribut tatalasa kabby tiyataat at	and the same of the same	1234	inaratulus (Anii Inderio
Travel Time (s)		57.1			59.9			80.2			18.7	
Volume (vph)	33	134	162	82	119	24	32	176	37	6	869	48
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			Section of the Free Contractive	Q11000-11111111111111111111111111111111			4 25 5 60 7 5 60 7 60 60 7 7 7 7 7 7 7 7 7 7 7 7 7 7		COMPANYA MANAMATAN		e lette et le lieft seedt fûret û bit de kilenbûr	Attended and the Control of the Cont
Peak Hour Factor	0.88	0.88	0.88	0.75	0.75	0.75	0.86	0.86	0.86	0.95	0.95	0.95
Growth Factor	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%		10 10 2010 10 20 7 20 7 20 7 20	0%			0%	netrologica and a critica
Lane Group Flow (vph)	38	340	0	0	302	0	38	250	0	6	975	0
Turn Type	Split			Split			Prot	***************************************		Prot	***************************************	
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases												
Total Split (s)	14.5	14.5	0.0	22,5	22,5	0.0	19.0	47.0	0,0	16.0	44:0	0.0
Act Effct Green (s)	10.6	10.6			17.7		12.1	44.0		14.7	40.4	
Actuated g/C Ratio	0.12	0.12			0.20		0.13	0.49		0.14	0.45	
v/c Ratio	0.18	1.38			0.84		0.18	0.28		0.02	1.17	
Uniform Delay, d1	38.0	33.2			36.8		40.8	14.7		41.3	25.8	
Delay	39.4	186.6			47.7		38.6	16.0		35.2	116.0	
LOS	D	F			D		D	В		D	F	
Approach Delay		171.8			47.7			18.9			115.5	
Approach LOS		F			D			В			F	
Queue Length 50th (ft)	22	~265			179		21	66		3	~771	
Queue Length 95th (ft)	52	#427			#234		50	185		13	#1016	
Internal Link Dist (ft)		2849			2996			5210			1154	
50th Up Block Time (%)												
95th Up Block Time (%)	)											
Turn Bay Length (ft)	150						300			150		
50th Bay Block Time %		48%									54%	
95th Bay Block Time %		69%									59%	
Queuing Penalty (veh)		22									3	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 89.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.38	The state of the s
Intersection Signal Delay: 101.7	Intersection LOS: F
Intersection Capacity Utilization 97.7%	ICU Level of Service E
<ul> <li>Volume exceeds capacity, queue is theore</li> </ul>	etically infinite.
Queue shown is maximum after two cycles	
# 95th percentile volume exceeds capacity,	queue may be longer.
Queue shown is maximum after two cycles	S.

Splits and Phases: 25: Maltby Rd & SR9 - N of SR524

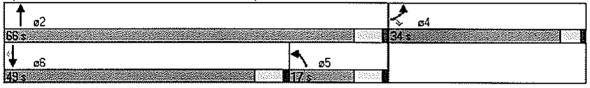


	۶	•	4	<b>†</b>	<b>↓</b>	✓
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	*	7	ሻ	<b>1</b>	<b>1</b>	7
Sign Control	Stop			Free	Free	
Grade	-3%	dystrotosyjety sote titolotoile lieliesis ot	,	-5%	5%	
Volume (veh/h)	16	66	32	1047	392	357
Peak Hour Factor	0.82	0.82	0.97	0.97	0.79	0.79
Hourly flow rate (veh/h)	20	81	33	1090	501	456
Pedestrians	,					
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						The state of the s
Upstream signal (ft)				500		
pX, platoon unblocked	0.78					
vC, conflicting volume	1658	501	958	Control of the Control		
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1841	501	958			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)	national and the state of the s	on a section of the section of the section of	rado mar propi interior i fenome.			
tF (s)	3.6	3.4	2.2			and the second s
p0 queue free %	67	85	95			
cM capacity (veh/h)	60	558	706			
Direction, Lane #	EB 1	EB2	NB1	*************	SB 1	
Volume Total	20	81	33	1090	501	456
Volume Left	20	0	33	0	0	0
Volume Right	0	81	0	0	0	456
cSH	60	558	706	1700	1700	1700
Volume to Capacity	0.33	0.15	0.05	0.64	0.29	0.27
Queue Length (ft)	30	13	4	0	0	0
Control Delay (s)	92.6	12.5	10.4	0.0	0.0	0.0
Lane LOS	F	<b>B</b>	<b>8</b>	atternation of a relative experience	antagan ay ara-sa ta	Porting and the second of the
Approach Delay (s)	28.2		0,3		0.0	
Approach LOS	Đ					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Uti	ilization	(	37.4%	10	CU Leve	el of Service B

	۶	<b>→</b>	•	•	<b>←</b>	*	4	<b>†</b>	~	<b>&gt;</b>	<b>↓</b>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4						43	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	51	295	55	17	389	56	124	120	36	18	24	24
Peak Hour Factor	0.89	0.89	0.89	0.97	0.97	0.97	0.91	0.91	0.91	0.69	0.69	0.69
Hourly flow rate (veh/h)	58	335	62	18	405	58	138	133	40	26	35	35
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None		e had a section from	None	
Median storage veh)	and all abademically blacks and all as	and the orange of the second										
Upstream signal (ft)												
pX, platoon unblocked	Same of the Control o		555 Pho. Liu 455 - 757 Liv.	6.00mm 601 76170101010000000000000000000000000	articular home I don't a const							
vC, conflicting volume	463			397			1004	980	366	1058	983	434
vC1, stage 1 conf vol			ta ya ya mata waka ta satu a ka satu a satu a sa	of a subject of the property of the party of	والم و المراجع و المراجعة المواقع المحاول والمحاجمة	در ام بردر مما ارمه بر						
vC2, stage 2 conf vol												
vCu, unblocked vol	463	e tipe e not digare, e tras de e not de t	e energence de la restrate entre e	397	ta processa de la compositorio dela compositorio della compositorio della compositorio della compositorio della compositorio de	Name and the state of the state of	1004	980	366	1058	983	434
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)		er jeng samura a varan samura sam		دودست د دستان د دره رد ردس		وروان والمعاول والمعاولة المتعاولة ا						
IF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95	Curto Santos Cartos nates	Commission Constitutions	98	onego, es acesta consti	artismos medicarona (1977)	21	43	94	73	85	94
cM capacity (veh/h)	1087			1161			175	233	679	99	232	622
Direction, Lane #		WB 1	T BN	SB 1								
Volume Total	455	481	311	97								
Volume Left	58	18	138	26					.,		A-11-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	
Volume Right	62	58	40	35								
cSH	1087	1161	219	204								**************
Volume to Capacity	0.05	0.02	1.42	0.47								
Queue Length (ft)	4	1	449	58						5.12.1	111-2020MANIBICIONO	ionociones a const
Control Delay (s)	1.6	and the second of the Participation of the State of the S	255.1	37.5								
Lane LOS	Α	Α	F	E					on manufacturing graphs and 2015	and proceedings and by a	ours mens small the time to the list	eraestanisas (1965 -
Approach Delay (s)	1.6	0.5	255.1	37.5								
Approach LOS			F	E	ere e arresta e tron e de la la		eren yer o'r yn taelad y gyflyfo'y af	aren erakiris bekarlarin bildirik	verender is and net stat (	e era era era era era arrentzige	arramen i i jangar jarah ginggi (dilegis)	etaesakti (Historia) (His
Intersection Summary												
Average Delay			62.4									
Intersection Capacity Ut	ilization		84.2%	IC	U Leve	of Sen	vice		D			

	<b>≯</b>	*	4	1	<del> </del>	4	
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	ሻ	<u> </u>	<u>*************************************</u>	<b>*</b>	<b>A</b>	7	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	-3%	12	16	5%	-5%	12	
Storage Length (ft)	0	0	0		770	0	
Storage Lanes	Ť	1	1			1	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	
Leading Detector (ft)	50	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	0	Mariemani
Turning Speed (mph)	15	9	15			9	
Satd. Flow (prot)	1696	1518	1676	1764	1820	1547	
FIt Permitted	0.950		0.950				
Satd. Flow (perm)	1696	1518	1676	1764	1820	1547	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	miniman marka	58				68	
Link Speed (mph)	30			35	45		
Link Distance (ft)	500	An Paleston (Inc.)		2850	500		
Travel Time (s)	11.4			55.5	7.6		
Volume (vph)	573	59	154	568	447	56	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.96	0.96	0.95	0.95	0.83	0.83	
Growth Factor	101%	101%	101%	101%	101%	101%	
Heavy Vehicles (%)	8%	8%	5%	5%	7%	7%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)			•				
Mid-Block Traffic (%)	0%	adorsácidos (S)		0%	0%		
Lane Group Flow (vph)	603	62	164	604	544	68	7
Turn Type		Perm	Prot	cestation (		Perm	
Protected Phases	4		5	2	6		
Permitted Phases		4	000400000000000000000000000000000000000			6	
Total Split (s)	34.0	34.0	17.0	66.0	49.0	49.0	
Act Effct Green (s)	30.3	30.3	12.9	49.5	32.6	32.6	ga persiteta partital (h. 1966). Persiteta kantan en beda (h. 1966).
Actuated g/C Ratio	0.34	0,34	0.15	0.56	0.37	0.37	
v/c Ratio	1.03	0.11	0.67	0.61	0.81	0.01	
Uniform Delay, d1	28.7	1.2	35.3	12.7	24.8	0.0	
Delay	80.6	7.8	45.6	12.6	24.0	3.9	
LOS	oo.o	A	40.0 D	12.0 B	o C	3.9 A	
Approach Delay	73.8			19.7	21.8		
Approach LOS	E			13.7 B	21.0 C		
Queue Length 50th (ft)	~365	2	87	204	247	0	
Queue Length 95th (ft)	#676	32	#203	298	294 294	15	
Internal Link Dist (ft)	420	್ಲ	ಗ೭೮ರ	2770	420	IJ	
50th Up Block Time (%)				ر ا ب <u>ـ</u> ـــ	# <b>2</b> U		200000000000000000000000000000000000000
95th Up Block Time (%)	42%						
Turn Bay Length (ft)	4670						
50th Bay Block Time %							
95th Bay Block Time %					\$5500000000000000000000000000000000000		
Queuing Penalty (veh)							
——————————————————————————————————————							

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 87.9	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 37.9	Intersection LOS: D
Intersection Capacity Utilization 81.1%	ICU Level of Service D
~ Volume exceeds capacity, queue is theoret	ically infinite.
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, of	jueue may be longer.
Queue shown is maximum after two cycles.	



	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	7.		*5	4		ሻ	<b>^</b>	7*	ሻ	<b>^</b>	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		1%			-1%			1%			-1%	
Storage Length (ft)	0	mgaratid.Jup	0	0	acogadat (pa	0	0		0	0		0
Storage Lanes	Ť		Ŏ	1		0	1		Ý	Ť		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	100	250		100	250		100	250	100	100	250	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1761	*136	o O	1778	1838	Õ	1761	1853	1575	1744	1836	1561
Fit Permitted	0.636			0.388			0.407	1000	.0.0	0.125	1000	
Satd. Flow (perm)	1179	1587	0	726	1838	0	754	1853	1575	230	1836	1561
Right Turn on Red		1001	Yes		1000	Yes		1000	Yes	200	1000	Yes
Satd. Flow (RTOR)		136			3	100						78
Link Speed (mph)		32	******		35			45		90598888 <b>7</b>	45	10
Link Distance (ft)		2112			1000			1780			5290	
Travel Time (s)		45.0	88898888888	RTC8878478788	19.5			27.0		400 00 00 00 00 00 00 00 00 00 00 00 00	80,2	STATES STATES
Volume (vph)	132	<b>4</b> 5.0	130	28	20	3	115	914	9	2	430	70
Confl. Peds. (#/hr)	13 <u>2</u> 3333333		130	مے انتخاب	20	J	113	914			430	70
Confl. Bikes (#/hr)												
	ഹരദ		n 01	0.70	n 70	0.70	000	~^^~		~ ~ ~ ~	· · · · · · · · · · · · · · · · · · ·	~~~~
Peak Hour Factor	0.81	0.81	0.81	0.70	0.70	to white the interest of the same	0.95	0.95	0.95	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%	12001000000000000000000000000000000000		0%	ewscenium 4 se	onen en	0%	Without Magnetic (1270)	тительного полька <u>ш</u> тега	0%	speries est <u>ablica</u> n
Lane Group Flow (vph)	163	167	0	40	33	0	121	962	_ 9	2	478	_ 78
	pm+pt	10000000000000000000000000000000000000	transministra	pm+pt	edenkokokokoko <u>li</u> no	recedit tenice cons	pm+pt	overender/sedenverm <u>us</u> toer	Perm	pm+pt	entratelieren er in zur en en	Perm
Protected Phases	7	4		3	8		5	2	<u>-</u>	1	6	
Permitted Phases	4	enerezza	www.comercines	8		stanta es dilipanii ben	2	elionis inchiù silabonizacion	<b>2</b>	6	energen Zeit von Einen	6
Total Split (s)	19.6	29.6	0.0	14.6	29.6	0.0	24.6	146.0	146.0	24.6	146.0	146.0
Act Effct Green (s)	35.0	0.0	wareta parata patente sa	17.0	13.2	aetari22araRanco, eta	78.1	77.3	77.3	72.2	68.7	68.7
Actuated g/C Ratio	0.29	0.00		0.13	0.10		0.63	0.63	0.63	0,56	0.56	0.56
v/c Ratio	0.36	1.23		0.26	0.17	nariti (averina alteriese a	0.22	0.82	0.01	0.01	0.46	0.09
Uniform Delay, d1	35.2	0.0		34.8	50.0		8.6	20.7	4.4	8.5	16.6	0.0
Delay	44.3	123.4	desde eksika Kashrimsia	47.6	57.6	emostides accentination	7.8	16.5	5.8	8.0	15.5	2.3
LOS	D	F		D	E		Α	В	Α	Α	В	Α
Approach Delay	· market selection of the selection of t	84.3	والمعرور والمراري والمرارية والمرارة والمساورة والرارة	ورساره زادو اواجروز مسادسات رسار	52.1			15.5			13.6	
Approach LOS		F			D			В			В	
Queue Length 50th (ft)	95	~49		22	20		34	529	1	1	226	0
Queue Length 95th (ft)	246	#196		65	59		58	888	8	3	324	20
Internal Link Dist (ft)		2032			920			1700			5210	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %							ou ou or an emericanist facilità di si		and the second second second		or en contractor de la calenta	encerno e esperbator
95th Bay Block Time %												
Queuing Penalty (veh)										· · · · · · · · · · · · · · · · · · ·	-u -vanceeu (UVA) (C) A	and the second second

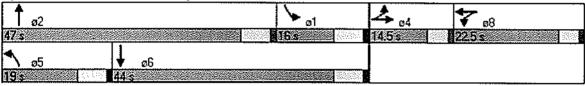
Intersection Sumi	mary
Area Type:	Other
Cycle Length: 219	9.8
Actuated Cycle Le	ength: 122.5
Control Type: Act	uated-Uncoordinated
Maximum v/c Rat	
Intersection Signa	al Delay: 27.3 Intersection LOS: C
Intersection Capa	city Utilization 79.7% ICU Level of Service C
<ul> <li>User Entered</li> </ul>	
	eds capacity, queue is theoretically infinite.
<ul> <li>Complete de la completa del completa de la completa de la completa del completa de la completa del la completa del la completa de la completa de la completa de la completa de la completa del la completa del</li></ul>	is maximum after two cycles.
	e volume exceeds capacity, queue may be longer.
Queue shown	is maximum after two cycles.

<b>→</b> ø1	♠ ₀2	<b>√</b> 0. → 04
24.6 \$	146's	146: 296:
<b>↑</b> 65	<b>∜</b> ≈ ∞6	<b>∮</b> 87 ₩ 88
24.6 \$	146.\$	1963

	۶		•	•	<b>←</b>	•	4	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	**	- →			4		<b>کر</b>	<b>}</b>		ሻ	4	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0	enerenda aktorio. Portuga	0	300	i i domina Juja ja ja ja	0	150		0
Storage Lanes	1		0	0		0	1		0			Ō
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0	3136153112144325144154261	0	0	905454691554436443	0	0		0	0	on the street of the street
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1770	1798	0	0	1822	0	1770	1842	0	1736	1803	Ō
Fit Permitted	0.950				0.993		0.950			0.950		
Satd. Flow (perm)	1770	1798	0	0	1822	0	1770	1842	0	1736	1803	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12	alessa Pattata		6		i de la filia en la compania de la filia de la fil La filia de la	5	and the territories and the		6	
Link Speed (mph)		35			35			45			45	14 <b>-</b> 2400-1400-1
Link Distance (ft)		2929	receptorisad accepta		3076		er i de la companya	5290			1234	
Travel Time (s)		57.1			59.9			80.2			18.7	
Volume (vph)	76	143	43	36	183	28	137	854	66	16	337	31
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)		goetheesene			96988888							
Peak Hour Factor	0,95	0,95	0.95	0.81	0.81	0.81	0.95	0.95	0.95	0.87	0.87	0.87
Growth Factor	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%	101%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	- <u>-                                  </u>	_,o	0	0	- /0 0	0	70 0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%		AVASAR(00039)	0%		e disense	0%			0%	
Lane Group Flow (vph)	81	198	0	0	308	0	146	978	0	19	427	0
Turn Type	Split	**** <b>!</b> **		Split		and the second second	Prot		<b>.</b>	Prot	761	
Protected Phases	4	4		- 8	8		5	2		1	6	68444444
Permitted Phases										88358884	U	
Total Split (s)	14.5	14,5	0.0	22.5	22.5	0.0	19.0	47.0	0.0	16.0	44.0	0.0
Act Effct Green (s)	10.6	10.6	<b></b>		17.8		13.7	43.9		12.0	31.9	U,U
Actuated g/C Ratio	0.12	0.12			0.20		0.15	0.49		0.12		2019/03/4/7/ <b>2014</b>
v/c Ratio	0.39	0.89			0.84		0.54	1.09		0.09	0.35	
Uniform Delay, d1	38.7	38.7			36.2	Vicinia de la composición dela composición de la composición dela composición de la	37.3	24.9	V\$1656555	41.9	0.67	3905/0000093
Delay	40.1	74.9			50.8		37.5	81.2		39.8	23.1 24.6	
LOS	40.1 D	,4.9 E			30.6 D		37.3 D	01.2 F	v:::::::::::::::::::::::::::::::::::::	აშ.6 D	24.6 C	8467684444 <del>7</del>
Approach Delay		64.8			ى 50.8			75.5		<b></b>	25.3	
Approach LOS		04.6 E	95553 November	einerenaan	30.6 D		<b>S709</b> 56555555	establication and a management	3683668889994448		and the second of the second	B668888888
Queue Length 50th (ft)	41	101	eiga (ilanah)		156		73	−513		n	C	
Queue Length 95th (ft)	97	#267	869000000000		#290					9 	204	S0700000000000
Internal Link Dist (It)		2849			#230 2996		102	#1023	.x-2022222	32	292	
	90000000000000	<b>2043</b>	(00)08/2001/2008		2990	960000F0174	20000000000000000000000000000000000000	5210		<b>8884-88</b> 88888888	1154	200000000000000
50th Up Block Time (%)												
95th Up Block Time (%)	attended to the second				98.998.998.998.99 98.998.988.988.988.988	\$\$\$\\$\\$\\$\\$\\$	000	Salara da Barrana.	90000000000000000000000000000000000000	8884 FA	Scouldenser	Selection action
Turn Bay Length (ft)	150						300	0.407		150	000/	
50th Bay Block Time %		400/			X25 (10 (200 (200 )			24%	988998/88/888	\$46000000000000000000000000000000000000	23%	deneralistika
95th Bay Block Time %		49%						56%			32%	
Queuing Penalty (veh)		20						58			5	

Intersection Summary	
Area Type: Other Cycle Length: 100	
Actuated Cycle Length: 90.2 Control Type: Actuated-Uncoordinate	rd
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 60.2 Intersection Capacity Utilization 101.1	
<ul> <li>Volume exceeds capacity, queue</li> <li>Queue shown is maximum after to</li> </ul>	
# 95th percentile volume exceeds c Queue shown is maximum after tv	apacity, queue may be longer.

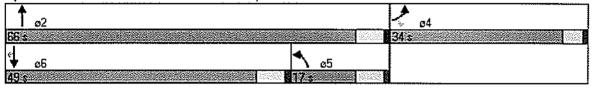
Splits and Phases: 25: Maltby Rd & SR9 - N of SR524



	•	•	4	<b>†</b>	<b>↓</b>	✓		
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
ane Configurations	ሻ	۴	<u> </u>	<b>小</b>	<b>↑</b>	T.		
Sign Control	Stop			Free	Free			
Grade	-3%			-5%	5%		Harry old grade by the street of the street	
Volume (veh/h)	50	136	83	658	758	838		
Peak Hour Factor	0.89	0.89	0.88	0.88	0.93	0.93	**************************************	in the time of the entrine on John to Drei Describes (excessed)
Hourly flow rate (veh/h)	56	153	94	748	815	901		
Pedestrians	na akiri nakiri ma masakani amin		rangeris erang nanggarang ang sanggarang sanggarang sanggarang sanggarang sanggarang sanggarang sanggarang san	and the second second section of the second section of the second section of the second section of the second	Carron selection are annual for	felder met halfelde tide tret verkreneren er et man her halfelde met mer et		e de la comita de la destación de la destación de la destación de la destación de la defenda de la defenda de l La defenda de la defenda d
ane Width (ft)								
Valking Speed (ft/s)	estitationi entretera, he inelega kane e	DAN DE MANDE CONTRACTOR DE	00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	errereng e erigiet/pereg en jour	on manager as a contract of the contract of th	dert velet i kelt i in et ille et ille i ille i ille i ille i ille i et ille i ille i ille i ille i ille i ill		
Percent Blockage								
Right turn flare (veh)	3.4.4.7 <del>4.4.</del> 73.3.3.3.5.4.3.3	arang salah babbanga		ante est de eareit d'areit de de	-0-1-0-0-12-4-2-0-13-4-0-13-13-13-13-13-13-13-13-13-13-13-13-13-	o income a supplied absolute and an analysis and a supplied and a supplied and a supplied and a supplied and a	i de de la competita de la contractiva	
vledian type	None							
Median storage veh)	es se como escara de la como esta de la como e	e di perdi alam di teranggan (Sebab)		sansiistististii (Nii)	an esa este este en tre de Millà	age over a seguine and personal responsibility (CARCARE)		and and a second control of the second secon
Jpstream signal (ft)				500				describition of the second
X, platoon unblocked	0.86	K. St. Composition and Market Com-	Andrew Sandra (Sandra	elektrika elektrika (h. 1869-1887)	raeconos en entre en co.			
C, conflicting volume	1751	815	1716					
C1, stage 1 conf vol					<b>(0.000)</b>			
/C2, stage 2 conf vol								
/Cu, unblocked vol	1873	815	1716		to and the second s			
C, single (s)	6.5	6.3	4.2					
C, 2 stage (s)	Andrew Control of the		to the second					
F(s)	3.6	3.4	2.3		<b>\</b>			
00 queue free %	0	58	72					
M capacity (veh/h)	46	360	339					
y kantanan katan 1965 an 1969 an 1969 kantan 1969 an 1 In tanàna	2230325224457459							
Direction, Lane #	EB 1	EB 2	NB1		SB 1	SB <sub>2</sub>		
/olume Total	56	153	94	748	815	901	anners ekstemere en en voeren en e	
/olume Left	56	0	94	0	<b>0</b>	0		Accessors and commission problems
Volume Right	0	153	0	0	0	901		
SH	46	360	339	1700	1700	1700	detasianakaikaika	
Volume to Capacity	1,23	0.42	0.28	0.44	0.48	0.53		
Queue Length (ft)	132	51	28	0	0	0		BODES ELLES AND CONTRACTOR PROPERTIES
Control Delay (s)	349.1	22.2	19.6	0.0	0.0	0.0		
ane LOS	F	C	C	trektiringstationer/scoo	vanore a <u>ll'all</u> and	l o la la la compaña la compaña de la co		reesses een room, ee een eestessessessesse
Approach Delay (s)	110.1		2.2		0,0			
Approach LOS	F							
ntersection Summary								
Average Delay			9.0					
Intersection Capacity U	lilization		67.7%	ir ir	1113 ave	of Service	В	

Lane Configurations   T		۶	•	•	<b>†</b>	1	4
Ideal Flow (vphpl)	Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Ideal Flow (vphpl)	Lane Configurations	ሻ	77	ኻ			A.11-20-1-1-1
Lane Width (ft)	Ideal Flow (vphpl)	1900	1900				
Grade (%)	Lane Width (ft)			and the state of the state of the state of			
Storage Length (ft)	Grade (%)	-3%			5%	-5%	
Storage Lanes	Storage Length (ft)	0	0	0	orania de la composition della composition de la composition de la composition della composition della composition della composition della composition della	. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	0
Total Lost Time (s)	Storage Lanes	1	1	1			
Leading Detector (ft) 50 50 50 50 50 50 Trailing Detector (ft) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Trailing Detector (ft) 0 0 0 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1	Leading Detector (ft)	50	50	50	50	50	
Turning Speed (mph) 15 9 15 9 Satd. Flow (prot) 1607 1438 1544 1625 1770 1505 Fit Permitted 0.950 0.950 Satd. Flow (perm) 1607 1438 1544 1625 1770 1505 Fit Permitted 7		0	interior transfer and the second second second	0	0	0	0
Satd. Flow (prot) 1607 1438 1544 1625 1770 1505 Fit Permitted 0.950 0.950 Satd. Flow (perm) 1607 1438 1544 1625 1770 1505 Satd. Flow (perm) 1607 1438 1544 1625 1770 1505 Satd. Flow (perm) 96 79 Satd. Flow (RTOR) 96 79 Link Speed (mph) 30 35 45 Link Distance (tt) 500 2850 500 Travel Time (s) 11.4 55.5 7.6 Volume (vph) 240 85 37 501 817 89 Confil. Peds. (#/hr) Confil. Bikes (#/hr) Peak Hour Factor 0.89 0.89 0.88 0.88 0.93 0.93 Growth Factor 100% 100% 100% 100% 100% 100% Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% Lane Group Flow (vph) 270 96 42 569 878 96 Turn Type Perm Prot Perm Prot Perm Protected Phases 4 5 2 6 Permitted Phases 4 5 2 6 Formitted Phases 4 5 2 6 Formitted Phases 4 6 Total Split (s) 34.0 34.0 17.0 66.0 49.0 49.0 Act Effct Green (s) 19.3 19.3 12.2 56.2 47.5 47.5 Actuated g/C Ratio 0.23 0.24 0.20 0.52 0.87 0.16 Uniform Delay, d1 31.3 0.0 36.9 6.6 17.2 1.6 Delay 30.2 6.1 37.2 8.4 41.7 4.8 LOS C A D A D A Approach Delay 23.9 10.4 38.1 Approach LOS C B D A Cueue Length 95th (ft) 420 21 137 463 4 Queue Length 95th (ft) 420 21 137 463 4 Queue Length 95th (ft) 420 2770 420 Foth Bay Block Time %		15	9	15			
Fit Permitted   0.950   0.950		Control control Control (Control)	1438	And the second second second	1625	1770	1505
Satd. Flow (perm)   1607   1438   1544   1625   1770   1505     Right Turn on Red   Yes   Yes   Yes     Satd. Flow (RTOR)   96   79     Link Speed (mph)   30   2850   500     Travel Time (s)   11.4   55.5   7.6     Volume (vph)   240   85   37   501   817   89     Confl. Peds. (#/hr)     Confl. Bikes (#/hr)     Confl. Bikes (#/hr)     Peak Hour Factor   0.89   0.89   0.88   0.88   0.93   0.93     Growth Factor   100%   100%   100%   100%   100%     Heavy Vehicles (%)   14%   14%   14%   14%   10%   10%     Bus Blockages (#/hr)   0   0   0   0   0     Parking (#/hr)     Mid-Block Traffic (%)   0%   0%   0%     Lane Group Flow (vph)   270   96   42   569   878   96     Turn Type   Perm   Prot   Perm     Protected Phases   4   5   2   6     Permitted Phases   4   5   2   6     Permitted Phases   4   5   2   6     Permitted Phases   4   6   6     Total Split (s)   34.0   34.0   17.0   66.0   49.0   49.0     Act Effet Green (s)   19.3   19.3   12.2   56.2   47.5   47.5     Actuated g/C Ratio   0.23   0.23   0.14   0.67   0.57   0.57     W/c Ratio   0.73   0.24   0.20   0.52   0.87   0.11     Uniform Delay	Flt Permitted						
Satd. Flow (RTOR)   96   79	Satd. Flow (perm)	este ber annete i dem e di en en de e	1438	t till and bear territore by a	1625	1770	1505
Satd. Flow (RTOR) 96 79  Link Speed (mph) 30 35 45  Link Distance (it) 500 2850 500  Travel Time (s) 11.4 55.5 7.6  Volume (vph) 240 85 37 501 817 89  Confl. Peds. (#/hr)  Confl. Bikes (#/hr)  Peak Hour Factor 0.89 0.89 0.88 0.88 0.93 0.93  Growth Factor 100% 100% 100% 100% 100% 100%  Heavy Vehicles (%) 14% 14% 14% 14% 10% 10%  Bus Blockages (#/hr) 0 0 0 0 0 0  Parking (#/hr)  Mid-Block Traffic (%) 0% 0% 0%  Lane Group Flow (vph) 270 96 42 569 878 96  Turn Type Perm Prot Perm  Protected Phases 4 5 2 6  Permitted Phases 4 5 2 6  Actuated g/C Ratio 0.23 0.23 0.14 0.67 0.57 0.57  W/c Ratio 0.73 0.24 0.20 0.52 0.87 0.11  Uniform Delay, d1 31.3 0.0 36.9 6.6 17.2 1.6  Delay 30.2 6.1 37.2 8.4 41.7 4.8  LOS C A D A D A D A  Approach LOS C B D  Queue Length 50th (ft) 142 0 21 137 463 4  Queue Length 50th (ft) 420 2770 420  Soth Up Block Time (%)  Turn Bay Length (ft)  50th Bay Block Time %  95th Up Block Time (%)  First Source A S S S S S S S S S S S S S S S S S S							
Link Speed (mph) 30 2850 500  Travel Time (s) 11.4 55.5 7.6  Volume (vph) 240 85 37 501 817 89  Confl. Peds (#/nr)  Confl. Bikes (#/nr)  Peak Hour Factor 0.89 0.89 0.88 0.88 0.93 0.93  Growth Factor 100% 100% 100% 100% 100% 100% 100% 100		and a second				MASSACTION OF	
Link Distance (ft) 500 2850 500  Travel Time (s) 11.4 55.5 7.6  Volume (vph) 240 85 37 501 817 89  Confl. Peds. (#/hr)  Confl. Bikes (#/hr)  Peak Hour Factor 0.89 0.89 0.88 0.88 0.93 0.93  Growth Factor 100% 100% 100% 100% 100% 100%  Heavy Vehicles (%) 14% 14% 14% 14% 10% 10%  Bus Blockages (#/hr) 0 0 0 0 0 0 0  Parking (#/hr)  Mid-Block Traffic (%) 0% 0% 0%  Lane Group Flow (vph) 270 96 42 569 878 96  Turn Type Perm Prot Perm  Protected Phases 4 5 2 6  Permitted Phases 4 5 2 6  Permitted Phases 4 5 2 6  Total Split (s) 34.0 34.0 17.0 66.0 49.0 49.0 Act Effct Green (s) 19.3 19.3 12.2 56.2 47.5 47.5  Act Leffct Green (s) 19.3 19.3 12.2 56.2 47.5 47.5  Act Leffct Green (s) 19.3 19.3 12.2 56.2 47.5 47.5  Act Leffct Green (s) 13.3 0.0 36.9 6.6 17.2 1.6  Delay 30.2 6.1 37.2 8.4 41.7 4.8  LOS C A D A D A  Approach LOS C B D  Queue Length 50th (ft) 142 0 21 137 463 4  Queue Length 95th (ft) 420 2770 420  Turn Bay Length (ft)  50th Bay Block Time (%)  95th Bay Block Time (%)		30			35	45	
Travel Time (s) 11.4 55.5 7.6  Volume (vph) 240 85 37 501 817 89  Confl. Peds. (#/hr)  Confl. Bikes (#/hr)  Peak Hour Factor 0.89 0.89 0.88 0.88 0.93 0.93  Growth Factor 100% 100% 100% 100% 100% 100%  Heavy Vehicles (%) 14% 14% 14% 14% 10% 10%  Bus Blockages (#/hr) 0 0 0 0 0 0 0  Parking (#/hr)  Mid-Block Traffic (%) 0% 0% 0%  Lane Group Flow (vph) 270 96 42 569 878 96  Turn Type Perm Prot Perm Prot Perm Protected Phases 4 5 2 6  Permitted Phases 4 5 2 6  Permitted Phases 4 6  Total Split (s) 34.0 34.0 17.0 66.0 49.0 49.0 Act Effet Green (s) 19.3 19.3 12.2 56.2 47.5 47.5 Actuated g/C Ratio 0.23 0.23 0.14 0.67 0.57 0.57 w/c Ratio 0.73 0.24 0.20 0.52 0.87 0.11 Uniform Delay, d1 31.3 0.0 36.9 6.6 17.2 1.6 Delay 30.2 6.1 37.2 8.4 41.7 4.8 LOS C A D A D A D A Approach Delay 23.9 10.4 38.1 Approach LOS C B D A D A D A D A D A D A D A D A D A D		mineral arrant rates are	ansessionis (III)		2004-20062000-2002	and the state of the state of the	massamm(155)
Volume (vph) 240 85 37 501 817 89  Confl. Peds. (#/hr)  Confl. Bikes (#/hr)  Confl. Bikes (#/hr)  Peak Hour Factor 0.89 0.89 0.88 0.88 0.93 0.93  Growth Factor 100% 100% 100% 100% 100% 100%  Heavy Vehicles (%) 14% 14% 14% 14% 10% 10%  Bus Blockages (#/hr) 0 0 0 0 0 0 0  Parking (#/hr)  Mid-Block Traffic (%) 0% 0% 0%  Lane Group Flow (vph) 270 96 42 569 878 96  Turn Type Perm Prot Perm  Protected Phases 4 5 2 6  Permitted Phases 4 5 2 6  Total Split (s) 34.0 34.0 17.0 66.0 49.0 49.0  Act Effet Green (s) 19.3 19.3 12.2 56.2 47.5 47.5  Actuated g/C Ratio 0.23 0.23 0.14 0.67 0.57 0.57  W/c Ratio 0.73 0.24 0.20 0.52 0.87 0.11  Uniform Delay, d1 31.3 0.0 36.9 6.6 17.2 1.6  Delay 30.2 6.1 37.2 8.4 41.7 4.8  LOS C A D A D A  Approach Delay 23.9 10.4 38.1  Approach LOS C B D  Queue Length 50th (ft) 142 0 21 137 463 4  Queue Length 95th (ft) 224 36 56 278 #861 31  Internal Link Dist (ft) 420 2770 420  Softh Up Block Time (%)  Furn Bay Length (ft)  Softh Bay Block Time (%)  Furn Bay Length (ft)  Softh Bay Block Time (%)  Furn Bay Length (ft)  Softh Bay Block Time (%)  Furn Bay Length (ft)  Softh Bay Block Time (%)							Market Press, Social
Confl. Peds. (#/hr) Confl. Bikes (#/hr) Peak Hour Factor 0.89 0.89 0.88 0.88 0.93 0.93 Growth Factor 100% 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 14% 14% 14% 14% 10% 10% Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 Parking (#/hr) Mid-Block Traffic (%) 0% 0% 0% Lane Group Flow (vph) 270 96 42 569 878 96 Turn Type Perm Prot Perm Protected Phases 4 5 2 6 Permitted Phases 4 5 2 6 Total Split (s) 34.0 34.0 17.0 66.0 49.0 49.0 Act Effet Green (s) 19.3 19.3 12.2 56.2 47.5 47.5 Actuated g/C Ratio 0.23 0.23 0.14 0.67 0.57 0.57 W/c Ratio 0.73 0.24 0.20 0.52 0.87 0.11 Uniform Delay, d1 31.3 0.0 36.9 6.6 17.2 1.6 Delay 30.2 6.1 37.2 8.4 41.7 4.8 LOS C A D A D A Approach Delay 23.9 10.4 38.1 Approach LOS C B D Queue Length 50th (ft) 142 0 21 137 463 4 Queue Length 50th (ft) 142 0 21 137 463 4 Queue Length 50th (ft) 142 0 2770 420 50th Up Block Time (%) Furn Bay Length (ft) 50th Bay Block Time (%) Furn Bay Length (ft) 50th Bay Block Time (%) Furn Bay Length (ft) 50th Bay Block Time (%) Furn Bay Length (ft) 50th Bay Block Time (%) Furn Bay Length (ft) 50th Bay Block Time (%)		aladarian karatari di Karinali basi	85	37	ranta di banda di artica di banda di ba		AO
Confl. Bikes (#/hr) Peak Hour Factor		79		· · ·	J01	J.,	
Peak Hour Factor         0.89         0.89         0.88         0.88         0.93         0.93           Growth Factor         100%         100			aviaise Riskii				
Growth Factor 100% 100% 100% 100% 100% 100% 100% Heavy Vehicles (%) 14% 14% 14% 14% 10% 10% 10% Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0.89	വ മവ	្យ ឧឧ	្យ ឧឧ	Uaa	በ ባዩ
Heavy Vehicles (%) 14% 14% 14% 14% 10% 10% Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<ul> <li>Selection of an Alexander and Again to the Again to the Again to the Again to the Again and A</li></ul>	Diament descriptions ( Ast	Contract Court in action	ereral continues described	datah at wasan kata tanah da kata bijar	the street and the street and the	water fanken wat 41 de bei
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 Parking (#/hr)  Mid-Block Traffic (%) 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%							
Parking (#/hr)  Mid-Block Traffic (%) 0% 0% 0%  Lane Group Flow (vph) 270 96 42 569 878 96  Turn Type Perm Prot Perm  Protected Phases 4 5 2 6  Permitted Phases 4 6  Total Split (s) 34.0 34.0 17.0 66.0 49.0 49.0  Act Effct Green (s) 19.3 19.3 12.2 56.2 47.5 47.5  Actuated g/C Ratio 0.23 0.23 0.14 0.67 0.57 0.57  W/c Ratio 0.73 0.24 0.20 0.52 0.87 0.11  Uniform Delay, d1 31.3 0.0 36.9 6.6 17.2 1.6  Delay 30.2 6.1 37.2 8.4 41.7 4.8  LOS C A D A D A  Approach Delay 23.9 10.4 38.1  Approach LOS C B D  Queue Length 50th (ft) 142 0 21 137 463 4  Queue Length 95th (ft) 224 36 56 278 #861 31  Internal Link Dist (ft) 420 2770 420  50th Up Block Time (%)  95th Up Block Time (%)  Turn Bay Length (ft)  50th Bay Block Time %  95th Bay Block Time %  95th Bay Block Time %	<ul> <li>And the best and the best of the advantage of the best of the bes</li></ul>	control of the contro		etakia tuto interiorenti errekia	einterneile/steiniethioseite		e die 1860 august 1860 aug
Mid-Block Traffic (%) 0% 0% 0% 270 96 42 569 878 96 Turn Type Perm Prot Perm Prot Perm Protected Phases 4 5 2 6 Permitted Phases 4 5 2 6 Total Split (s) 34.0 34.0 17.0 66.0 49.0 49.0 Act Effct Green (s) 19.3 19.3 12.2 56.2 47.5 47.5 Actuated g/C Ratio 0.23 0.23 0.14 0.67 0.57 0.57 W/C Ratio 0.73 0.24 0.20 0.52 0.87 0.11 Uniform Delay, d1 31.3 0.0 36.9 6.6 17.2 1.6 Delay 30.2 6.1 37.2 8.4 41.7 4.8 LOS C A D A D A D A Approach Delay 23.9 10.4 38.1 Approach LOS C B D D A D A D A D A D D D D D D D D D D			J			Ų	U
Lane Group Flow (vph)       270       96       42       569       878       96         Turn Type       Perm       Protected Phases       4       5       2       6         Permitted Phases       4       5       2       6         Total Split (s)       34.0       34.0       17.0       66.0       49.0       49.0         Act Effct Green (s)       19.3       19.3       12.2       56.2       47.5       47.5         Actuated g/C Ratio       0.23       0.23       0.14       0.67       0.57       0.57         V/c Ratio       0.73       0.24       0.20       0.52       0.87       0.11         Uniform Delay, d1       31.3       0.0       36.9       6.6       17.2       1.6         Delay       30.2       6.1       37.2       8.4       41.7       4.8         LOS       C       A       D       A       D       A         Approach Delay       23.9       10.4       38.1         Approach LOS       C       B       D         Queue Length 95th (ft)       224       36       56       278       #861       31         Internal Link Dist (ft)       420		<b>∩</b> 0/_			∩º/	<b>∩</b> 0/	
Perm Prot Perm Prot Perm Prot Perm Protected Phases 4 5 2 6 Permitted Phases 4 5 2 6 Permitted Phases 4 6 Total Split (s) 34.0 34.0 17.0 66.0 49.0 49.0 Act Effet Green (s) 19.3 19.3 12.2 56.2 47.5 47.5 Actuated g/C Ratio 0.23 0.23 0.14 0.67 0.57 0.57 a/c Ratio 0.73 0.24 0.20 0.52 0.87 0.11 Uniform Delay, d1 31.3 0.0 36.9 6.6 17.2 1.6 Delay 30.2 6.1 37.2 8.4 41.7 4.8 LOS C A D A D A D A Approach Delay 23.9 10.4 38.1 Approach LOS C B D Queue Length 50th (ft) 142 0 21 137 463 4 Queue Length 95th (ft) 224 36 56 278 #861 31 Internal Link Dist (ft) 420 2770 420 50th Up Block Time (%) 11% 50th Bay Block Time % 95th Bay Block Time % 95th Bay Block Time %			೧೯	NO.			റമ
Protected Phases 4 5 2 6 Permitted Phases 4 6 Total Split (s) 34.0 34.0 17.0 66.0 49.0 49.0 Act Effct Green (s) 19.3 19.3 12.2 56.2 47.5 47.5 Actuated g/C Ratio 0.23 0.23 0.14 0.67 0.57 0.57		LIV	Commence of the second section	distribues distribuide e le pagiè	Joa	0/0	
Permitted Phases 4 6 Total Split (s) 34.0 34.0 17.0 66.0 49.0 49.0 Act Effet Green (s) 19.3 19.3 12.2 56.2 47.5 47.5 Actuated g/C Ratio 0.23 0.23 0.14 0.67 0.57 0.57		, k	1 01111		ሳ	•	Feilli
Total Split (s) 34.0 34.0 17.0 66.0 49.0 49.0 Act Effct Green (s) 19.3 19.3 12.2 56.2 47.5 47.5 Actuated g/C Ratio 0.23 0.23 0.14 0.67 0.57 0.57 W/c Ratio 0.73 0.24 0.20 0.52 0.87 0.11 Uniform Delay, d1 31.3 0.0 36.9 6.6 17.2 1.6 Delay 30.2 6.1 37.2 8.4 41.7 4.8 LOS C A D A D A Approach Delay 23.9 10.4 38.1 Approach LOS C B D Queue Length 50th (ft) 142 0 21 137 463 4 Queue Length 95th (ft) 224 36 56 278 #861 31 Internal Link Dist (ft) 420 2770 420 50th Up Block Time (%) 95th Up Block Time (%) 11% 50th Bay Block Time % 95th Bay Block Time % 95th Bay Block Time %	<ul> <li>Zektenkon-minkinerkei abissektilisistä eitä enteksisistä konsteksisen kääntääsis.</li> </ul>		A.	9		D	6
Act Effet Green (s) 19.3 19.3 12.2 56.2 47.5 47.5 Actuated g/C Ratio 0.23 0.23 0.14 0.67 0.57 0.57 0.57 0.67 0.67 0.73 0.24 0.20 0.52 0.87 0.11 0.67 0.67 0.67 0.67 0.67 0.67 0.67 0.67		24.0		470	een	് വ	
Actuated g/C Ratio 0.23 0.23 0.14 0.67 0.57 0.57 c/c Ratio 0.73 0.24 0.20 0.52 0.87 0.11 Uniform Delay, d1 31.3 0.0 36.9 6.6 17.2 1.6 Delay 30.2 6.1 37.2 8.4 41.7 4.8 LOS C A D A D A D A Approach Delay 23.9 10.4 38.1 Approach LOS C B D C D C C C C C C C C C C C C C C C		indicate and a series of the first of the first	alia atriba turat rajir berrata atir esertir.	and the second second	er comment and a transfer of the	idelitikkin eta da 18. a. a. a.	tat katangatan kanangan kabulan katangan bilanga
V/c Ratio 0.73 0.24 0.20 0.52 0.87 0.11 Uniform Delay, d1 31.3 0.0 36.9 6.6 17.2 1.6 Delay 30.2 6.1 37.2 8.4 41.7 4.8 LOS C A D A D A Approach Delay 23.9 10.4 38.1 Approach LOS C B D Queue Length 50th (ft) 142 0 21 137 463 4 Queue Length 95th (ft) 224 36 56 278 #861 31 Internal Link Dist (ft) 420 2770 420 50th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %							
Uniform Delay, d1 31.3 0.0 36.9 6.6 17.2 1.6 Delay 30.2 6.1 37.2 8.4 41.7 4.8 LOS C A D A D A Approach Delay 23.9 10.4 38.1 Approach LOS C B D Queue Length 50th (ft) 142 0 21 137 463 4 Queue Length 95th (ft) 224 36 56 278 #861 31 Internal Link Dist (ft) 420 2770 420 50th Up Block Time (%) 11% 95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time %							landa da la parte da rata de la referencia
Delay 30.2 6.1 37.2 8.4 41.7 4.8  LOS C A D A D A  Approach Delay 23.9 10.4 38.1  Approach LOS C B D  Queue Length 50th (ft) 142 0 21 137 463 4  Queue Length 95th (ft) 224 36 56 278 #861 31  Internal Link Dist (ft) 420 2770 420  50th Up Block Time (%)  95th Up Block Time (%)  Turn Bay Length (ft)  50th Bay Block Time %  95th Bay Block Time %							
C A D A D A Approach Delay 23.9 10.4 38.1 Approach LOS C B D Queue Length 50th (ft) 142 0 21 137 463 4 Queue Length 95th (ft) 224 36 56 278 #861 31 Internal Link Dist (ft) 420 2770 420 50th Up Block Time (%) 11% 95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time %		tion to interest the University of the			والمراجع والمراجع والمراجع المساحرا والمراجع وال		and the state of the state of the state of
Approach Delay 23.9 10.4 38.1 Approach LOS C B D Queue Length 50th (ft) 142 0 21 137 463 4 Queue Length 95th (ft) 224 36 56 278 #861 31 Internal Link Dist (ft) 420 2770 420 50th Up Block Time (%) 11% 95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time %							
Approach LOS C B D Queue Length 50th (ft) 142 0 21 137 463 4 Queue Length 95th (ft) 224 36 56 278 #861 31 Internal Link Dist (ft) 420 2770 420 50th Up Block Time (%) 11% 95th Up Block Time (%) 42% Turn Bay Length (ft) 50th Bay Block Time %		Just a a correct the corte	A	U	a form of the grown of the paper.		A
Queue Length 50th (ft) 142 0 21 137 463 4 Queue Length 95th (ft) 224 36 56 278 #861 31 Internal Link Dist (ft) 420 2770 420 50th Up Block Time (%) 11% 95th Up Block Time (%) 42% Furn Bay Length (ft) 50th Bay Block Time %			1550)73515005000000000	granguae aaree			gaggasaa ay kan sa sa
Queue Length 95th (ft) 224 36 56 278 #861 31 Internal Link Dist (ft) 420 2770 420 50th Up Block Time (%) 11% 95th Up Block Time (%) 42% Turn Bay Length (ft) 50th Bay Block Time %		delineral delineration of			and the second second second	MARKET PROGRAMME CO. C. C. C.	
Internal Link Dist (ft) 420 2770 420 50th Up Block Time (%) 11% 95th Up Block Time (%) 42% Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %							-
50th Up Block Time (%) 11% 95th Up Block Time (%) 42% Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %			36	- 56		errer en	31
95th Up Block Time (%) Furn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %			- N. S J J S S S S S.	ververen platacionista	2770		en nile sancistanten eranen.
Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %							
50th Bay Block Time % 95th Bay Block Time %		l Mariota antendar	menes tendencia activa	uhasikladi Sinuh un on	reserved as a set of security	42%	on as were a moderator code. No co
95th Bay Block Time %							
		ngangang ay metalot at ar inte	nang digita ayak pang atah kada sa di	entration to tensor or	Our grand and a second	Jan. 1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,1,	udanin Karbinan ir
Oueuing Penalty (yeh)							
adealing Ferranty (Verr) 233	Queuing Penalty (veh)					233	•

Intersection Summary Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 83.7	
Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 26.7	Intersection LOS: C
Intersection Capacity Utilization 67.8% # 95th percentile volume exceeds capacity,	ICU Level of Service B
Queue shown is maximum after two cycle	



Satis   Flow (perm)   1079   1614   0   292   1861   0   51   1818   1545   775   1872   1591   1870   1791   1870   1791   1870   1870   1872   1591   1870   18		۶	<b>→</b>	*	€	<b>←</b>	*	1	<b>†</b>	/	<b>&gt;</b>	<b>↓</b>	4
Lane Configurations	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Ideal Flow (yphpi)   1900	<del>\</del>	*	<b>1</b> 2		*	ኄ		*5					7
Lane Width (ft)		1900		1900			1900						1900
Sicrage Length (ft)			and a contract of the contract	Committee Committee on Committee			a di kanti di ana di kanasana a adi kanta bada,	Contract of the contract of the Contract of				and the second second second	e Andrews Automotive and an
Storage Length (ff)			1%			-1%			1%				
Slorage Lanes		0		0	0	er ette il erkkelit illya pa	0	0	sananas na na milataran	0	0		0
Total Lost Time (s)							0						
Leading Detector (ft)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	the fit is a far and populated
Trailing Detector (ff) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		100	250		100	250		100	250	100	100		
Turning Speed (mph) 15 9 15 9 15 9 15 9 15 9 15 9 15 9 15		0	0	era urusum a ne era uru erus	0	0		esserente este este este este este este este	and a delication and a second also	a car in manipulation	2014000000-00-00	heerikaren eritoetaan itaa	and the second second
Satd Flow (prot)   1761   '648   0   1778   1861   0   1727   1818   1545   1778   1872   1591		15		9	15		9	15		9	15		
Fil-Permitted   0.582   0.156   0.028   0.414   Static Flow (perm)   1079   1614   0   292   1861   0   51   1818   1545   775   1872   1591   Right Turn on Red   Yes   Yes		incidental control of the control of	*648	0		1861	training the service of the property of the services.	Contract Services and American	1818	and the second of the second o	And the state of t	1872	na ana ing katalan na katalan a
Satid   Flow (perm)   1079   1614   0   292   1861   0   51   1818   1545   775   1872   1591   1816   Turn on Red Satid   Flow (RTOR)   117   1   205   52   52   1   117   1   205   52   52   1   117   1   205   52   52   1   117   1   205   52   52   1   117   1   205   52   52   1   117   1   205   52   52   1   117   1   205   52   52   1   117   1   205   52   52   1   117   1   205   52   52   1   117   205   27   20   205   2	Flt Permitted	0.582			0.156								
Right Turn on Red   Yes   Yes   Yes   Yes   Yes   Yes   Yes   Yes   Yes   Satd, Flow (RTOR)   117	Satd. Flow (perm)	1079	1614	0	292	1861	0		1818	1545	aana ka marata ka barata ka ba	1872	1591
Satist   Flow (RTOR)				Yes									
Link Speed (mph) 32 35 45 45 5290  Travel Time (s) 45.0 19.5 27.0 80.2  Volume (vph) 56 46 284 65 22 1 100 383 168 58 1217 125  Confl. Peds. (#/hr)  Confl. Bikes (#/hr)  Peak Hour Factor 0.81 0.81 0.81 0.44 0.44 0.44 0.82 0.82 0.82 0.97 0.97 0.97  Growth Factor 100% 100% 100% 100% 100% 100% 100% 100		en jerus ang ji samana nyang jer	117	yang ngara gaya nanganaga kababa	eletterist Verent (Universitä)	1	endediseriorie in et con timo	erriner er er egilike	organisation (religible) proprieta	Particular Section of Continue		35 A. 25 \ 3000 A. 25\(\frac{1}{2}\)	PROCESSION AND AND AND AND AND AND AND AND AND AN
Link Distance (if) 2112 1000 1780 5290 Travel Time (s) 45.0 19.5 27.0 80.2  Volume (vph) 56 46 284 65 22 1 100 383 168 58 1217 125  Confl. Peds. (#/hr)  Confl. Bikes (#/hr)  Peak Hour Factor 0.81 0.81 0.81 0.44 0.44 0.44 0.82 0.82 0.82 0.97 0.97 0.97  Growth Factor 100% 100% 100% 100% 100% 100% 100% 100			32			35			45			45	
Travel Time (s)		e i di di iliani, eser batal ej etdebe	desiran eraka keraban dan berasa b		e ababilita da estado de ababilitado de la composição de la composição de la composição de la composição de la	Actor and Some towner	deli ili di Santa di	2.448.000.000.000.000.000.000.000.000.000	a de de la Servicia de Calendario (Calendario Calendario) de Calendario (Calendario Calendario) de Calendario	. A. (14-1000 Sanata) 50	awsearcheadh an	and the second second second second	September 200
Volume (vph) 56 46 284 65 22 1 100 383 168 58 1217 125 Confil. Peds. (#/hr) Confil. Bikes (#/hr) Peak Hour Factor 0.81 0.81 0.81 0.44 0.44 0.44 0.82 0.82 0.82 0.97 0.97 0.97 Growth Factor 100% 100% 100% 100% 100% 100% 100% 100													
Confl. Rikes (#/hr) Confl. Bikes (#/hr) Peak Hour Factor	<ul> <li>Substitution of the substitution of the substitution</li></ul>	56	arana arang kabupatèn kabupatèn bah	284	65		1	100		168	58	Anna and the contract of the c	125
Confl. Bikes (#/hr) Peak Hour Factor													
Peak Hour Factor         0.81         0.81         0.81         0.44         0.44         0.42         0.82         0.82         0.97         0.97         0.97           Growth Factor         100%         20         0			Wings of Properties.	sely edeced as held bub	uringa rinah payaayirgari		ioniillensiillistii		554 (160 YUMNA) (160 S)	o Periodo Arbeiros			Control Action (See Asset)
Growth Factor 100% 100% 100% 100% 100% 100% 100% 100		0.81	0.81	0.81	0.44	0.44	0.44	0.82	0.82	0.82	0.97	0.97	0.97
Heavy Vehicles (%)	<ul> <li>Substitution of the state of th</li></ul>	Application and a second accordance	100%	i ni ni hin ha natan matalah basil		entel-moon terracontaction	amountained district	Artist Charles and Arenne St.	All the first the second state of the second	A CONTRACTOR OF THE PROPERTY.	And the country of the country		fortification of the market of
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Heavy Vehicles (%)	2%	2%										
Parking (#/hr)  Mid-Block Traffic (%) 0% 0% 0% 0% 0%  Lane Group Flow (vph) 69 408 0 148 52 0 122 467 205 60 1255 129  Turn Type pm+pt pm+pt pm+pt pm+pt Protected Phases 7 4 3 8 5 2 1 1 6  Permitted Phases 4 8 2 2 2 6 6 6  Total Split (s) 19.6 29.6 0.0 14.6 29.6 0.0 24.6 146.0 146.0 24.6 146.0 146.0 Act Effct Green (s) 38.3 25.6 29.4 20.2 160.6 150.2 150.2 148.7 142.1 142.1 Actuated g/C Ratio 0.18 0.12 0.14 0.10 0.77 0.72 0.72 0.72 0.71 0.68 0.68 W/c Ratio 0.27 2.24 1.28 0.29 0.77 0.36 0.18 0.10 0.99 0.12 Uniform Delay, d1 70.7 33.4 75.2 87.7 58.4 11.4 0.0 6.3 33.4 6.9 Delay 72.6 360.0 197.8 86.4 58.1 11.3 0.9 6.3 52.0 7.3 LOS E F F F F E B A A D A Approach Delay 318.4 168.9 15.8 46.1 Approach LOS F F F B B A A D A Approach Delay 318.4 168.9 15.8 46.1 Approach LOS F F F B B A A D A D A Approach Delay 318.4 168.9 15.8 46.1 Approach LOS F F F B B D C D Cueue Length 50th (ft) 82 -762 -195 65 116 231 0 18 1627 35 Queue Length 95th (ft) 125 #881 125 58 175 262 16 31 #2127 67 Internal Link Dist (ft) 2032 920 1700 5210 50th Up Block Time (%) 95th Bay Block Time (%) 95th Bay Block Time (%) 95th Bay Block Time % 95th Bay Block Time %				general properties of the second of the seco	2000 of a stable to the own state of	rowstance and the control	**********	24-62-20-6	ecological states of memory ten-	4-6286-626866666666	apeniand in the care	are real recording and real advantage.	when the second weeps
Mid-Block Traffic (%)													
Lane Group Flow (vph)         69         408         0         148         52         0         122         467         205         60         1255         129           Turn Type         pm+pt         pm+pt         pm+pt         pm+pt         pm+pt         Perm pm+pt         166.0         146.0         146.0         146.0         146.0         146.0         146.0         146.0         146.0         146.0         146.0         146.0         146.0	property and the second		0%	-1-57(1111-1-151)(110)(1-551)	02406020222222222	0%	0.0000000000000000000000000000000000000	er bila berbelakan kepes	0%	ayana madi kacas		0%	2004/00/00/00
Turn Type		69		0	148		0	122		205	60		129
Protected Phases 7 4 8 8 5 2 1 6 Permitted Phases 4 8 2 2 2 6 6 Total Split (s) 19.6 29.6 0.0 14.6 29.6 0.0 24.6 146.0 146.0 24.6 146.0 146.0 Act Effct Green (s) 38.3 25.6 29.4 20.2 160.6 150.2 150.2 148.7 142.1 142.1 Actuated g/C Ratio 0.18 0.12 0.14 0.10 0.77 0.72 0.72 0.71 0.68 0.68 v/c Ratio 0.27 2.24 1.28 0.29 0.77 0.36 0.18 0.10 0.99 0.12 Uniform Delay, d1 70.7 33.4 75.2 87.7 58.4 11.4 0.0 6.3 33.4 6.9 Delay 72.6 360.0 197.8 86.4 58.1 11.3 0.9 6.3 52.0 7.3 LOS E F F F F E B A A D A Approach Delay 318.4 168.9 15.8 46.1 Approach LOS F F B B A A D A Oueue Length 50th (ti) 82 -762 -195 65 116 231 0 18 1627 35 Oueue Length 95th (ft) 125 #881 125 58 175 262 16 31 #2127 67 Internal Link Dist (tt) 2032 920 1700 5210 50th Up Block Time (%) 95th Up Block Time (%) 95th Bay Block Time % 95th Bay Block Time %	A contract of the contract of	pm+pt	and the later of the later of the second second of	Celles de La colonia de Celles	pm+pt	i (Sette i 1979), europy se (S	and the second second second second second	paragraphy and amount to be	0.445.0009.040.000.000	di Salika Salaka mana ing mga 1	21 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		Mark Service and Service Service
Permitted Phases	Protected Phases	elteristica emiliti. Pro	4			8			2		ničesku versku suseburense	6	
Total Split (s) 19.6 29.6 0.0 14.6 29.6 0.0 24.6 146.0 146.0 24.6 146.0 146.0 Act Effct Green (s) 38.3 25.6 29.4 20.2 160.6 150.2 150.2 148.7 142.1 142.1 Actuated g/C Ratio 0.18 0.12 0.14 0.10 0.77 0.72 0.72 0.72 0.71 0.68 0.68 v/c Ratio 0.27 2.24 1.28 0.29 0.77 0.36 0.18 0.10 0.99 0.12 Uniform Delay, d1 70.7 33.4 75.2 87.7 58.4 11.4 0.0 6.3 33.4 6.9 Delay 72.6 360.0 197.8 86.4 58.1 11.3 0.9 6.3 52.0 7.3 LOS E F F F F E B A A D A D A Approach Delay 318.4 168.9 15.8 46.1 Approach LOS F F B D D Queue Length 50th (ft) 82 -762 -195 65 116 231 0 18 1627 35 Queue Length 95th (ft) 125 #881 125 58 175 262 16 31 #2127 67 Internal Link Dist (ft) 2032 920 1700 5210 50th Up Block Time (%) 95th Up Block Time (%) 50th Bay Block Time (%) 95th Bay Block Time % 95th Bay Block Time %	Permitted Phases	4	, a construente processos, por	innesstaa eritaturea etastiitia				ersystem were the second	ONE-PORTONIA (CONTRACTOR)	2	6	846619966660 <b>5</b> 368	6
Act Effct Green (s) 38.3 25.6 29.4 20.2 160.6 150.2 150.2 148.7 142.1 142.1 Actuated g/C Ratio 0.18 0.12 0.14 0.10 0.77 0.72 0.72 0.71 0.68 0.68 v/c Ratio 0.27 2.24 1.28 0.29 0.77 0.36 0.18 0.10 0.99 0.12 Uniform Delay, d1 70.7 33.4 75.2 87.7 58.4 11.4 0.0 6.3 33.4 6.9 Delay 72.6 360.0 197.8 86.4 58.1 11.3 0.9 6.3 52.0 7.3 LOS E F F F F E B A A A D A Approach Delay 318.4 168.9 15.8 46.1 Approach LOS F F B D C Queue Length 50th (ft) 82 ~762 ~195 65 116 231 0 18 1627 35 Queue Length 95th (ft) 125 #881 125 58 175 262 16 31 #2127 67 Internal Link Dist (ft) 2032 920 1700 5210 50th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time (%) 95th Bay Block Time % 95th Bay Block Time %	Total Split (s)	19.6	29.6	0.0		29.6	0.0	24.6	146.0			146.0	_
Actuated g/C Batio 0.18 0.12 0.14 0.10 0.77 0.72 0.72 0.71 0.68 0.68 v/c Ratio 0.27 2.24 1.28 0.29 0.77 0.36 0.18 0.10 0.99 0.12 Uniform Delay, d1 70.7 33.4 75.2 87.7 58.4 11.4 0.0 6.3 33.4 6.9 Delay 72.6 360.0 197.8 86.4 58.1 11.3 0.9 6.3 52.0 7.3 LOS E F F F F E B A A D A Approach Delay 318.4 168.9 15.8 46.1 Approach LOS F F F B B D D A Approach LOS F F F B B D D D D D D D D D D D D D D D		38.3	25.6	i ay an	29,4	delikarakan kecamatan dan berasak b	i ti i i ta di i ta di anti anti anti anti anti anti anti ant	160.6	Victorial Contract Co		han an an in in a Milander a ing i	and the state of the second of	******************
v/c Ratio       0.27       2.24       1.28       0.29       0.77       0.36       0.18       0.10       0.99       0.12         Uniform Delay, d1       70.7       33.4       75.2       87.7       58.4       11.4       0.0       6.3       33.4       6.9         Delay       72.6       360.0       197.8       86.4       58.1       11.3       0.9       6.3       52.0       7.3         LOS       E       F       F       F       E       B       A       A       D       A         Approach Delay       318.4       168.9       15.8       A       A       D       A         Approach LOS       F       F       F       B       D       D       A         Queue Length 50th (ft)       82       -762       -195       65       116       231       0       18       1627       35         Queue Length 95th (ft)       125       #881       125       58       175       262       16       31       #2127       67         Internal Link Dist (ft)       2032       920       1700       5210         50th Bay Block Time %       95th Bay Block Time %       95th Bay Block Time %		0.18	0.12		0.14	0.10							
Uniform Delay, d1 70.7 33.4 75.2 87.7 58.4 11.4 0.0 6.3 33.4 6.9  Delay 72.6 360.0 197.8 86.4 58.1 11.3 0.9 6.3 52.0 7.3  LOS E F F F F E B A A D A  Approach Delay 318.4 168.9 15.8 46.1  Approach LOS F F B B D  Queue Length 50th (ft) 82 ~762 ~195 65 116 231 0 18 1627 35  Queue Length 95th (ft) 125 #881 125 58 175 262 16 31 #2127 67  Internal Link Dist (ft) 2032 920 1700 5210  50th Up Block Time (%)  95th Up Block Time (%)  95th Bay Block Time %  95th Bay Block Time %	v/c Ratio	0.27	2.24	isasi esta seneralizari Meta	1.28	alakini kiri katalah basar basar bili katalah	ica in itana ana ang atawa.	and the second of the second of the second	in a section of the area of the	terditional and a construction of			anapparate and managed and are
Delay 72.6 360.0 197.8 86.4 58.1 11.3 0.9 6.3 52.0 7.3 LOS E F F F F E B A A D A Approach Delay 318.4 168.9 15.8 46.1 Approach LOS F F F B D D Queue Length 50th (ft) 82 ~762 ~195 65 116 231 0 18 1627 35 Queue Length 95th (ft) 125 #881 125 58 175 262 16 31 #2127 67 Internal Link Dist (ft) 2032 920 1700 5210 50th Up Block Time (%) 95th Up Block Time (%) 50th Bay Block Time % 95th Bay Block Time % 95th Bay Block Time %	Uniform Delay, d1		33,4										
LOS       E       F       F       E       B       A       A       D       A         Approach Delay       318.4       168.9       15.8       46.1         Approach LOS       F       F       B       D         Queue Length 50th (ft)       82 ~762       ~195 65       116 231       0 18 1627       35         Queue Length 95th (ft)       125 #881       125 58       175 262       16 31 #2127       67         Internal Link Dist (ft)       2032       920       1700       5210         50th Up Block Time (%)         95th Up Block Time (%)         7um Bay Length (ft)       50th Bay Block Time %         95th Bay Block Time %	Delay	72.6		i sa ing Paga, ang Pananand Jagaga Paga	197.8	and which is the beautiful to the control of	waxanini katum	ar a tarih ara a a rati tara a katalan ara a katal	And the second poly of the Control o	restanted and the destinations	ed tedesedes des déservencies	the state of the state of the property	CONTRACTOR
Approach Delay 318.4 168.9 15.8 46.1  Approach LOS F F B D  Queue Length 50th (ft) 82 ~762 ~195 65 116 231 0 18 1627 35  Queue Length 95th (ft) 125 #881 125 58 175 262 16 31 #2127 67  Internal Link Dist (ft) 2032 920 1700 5210  50th Up Block Time (%)  95th Up Block Time (%)  7um Bay Length (ft)  50th Bay Block Time %  95th Bay Block Time %										tan anning standard to a co			neckeroment was before in
Approach LOS F F B D  Queue Length 50th (ft) 82 ~762 ~195 65 116 231 0 18 1627 35  Queue Length 95th (ft) 125 #881 125 58 175 262 16 31 #2127 67  Internal Link Dist (ft) 2032 920 1700 5210  50th Up Block Time (%)  95th Up Block Time (%)  Turn Bay Length (ft)  50th Bay Block Time %  95th Bay Block Time %	Approach Delay	ta tau am ta fa'a a tat t'a a t tha a t	318.4	aa aan oo han hijhan dan ahaa <b>ri</b> y kija kaliji	nd 52 = Par52 = nedachatietietietietiet	168.9	oktorio obsesti obsesti i i obsesti.	indo di indo Albaba aryunadi	de wigestjeffertgestillereiten (17)	Philipping Colores (1975)	GALPAGIA PALA AGNI DE	a jakan kanalan mengan	3400400000000000000
Queue Length 50th (ft) 82 ~762 ~195 65 116 231 0 18 1627 35 Queue Length 95th (ft) 125 #881 125 58 175 262 16 31 #2127 67 Internal Link Dist (ft) 2032 920 1700 5210 50th Up Block Time (%) 95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %													
Queue Length 95th (ft)     125     #881     125     58     175     262     16     31     #2127     67       Internal Link Dist (ft)     2032     920     1700     5210       50th Up Block Time (%)       95th Up Block Time (%)       Turn Bay Length (ft)       50th Bay Block Time %       95th Bay Block Time %		82	~762	ta ta tija diditi ja laja istaassa tiiseltis	~195	65	A.S. Charles and March 1995 and 19	<b>1</b> 16	Contract to the second second	0	18	ana and an and a second and the seco	35
Internal Link Dist (ft) 2032 920 1700 5210 50th Up Block Time (%) 95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %	Queue Length 95th (ft)	125	#881		125	58				A			and the second second second
50th Up Block Time (%) 95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %	Internal Link Dist (ft)	and the control of control of the control	2032	tat jat ja atauntuut kuungtaa työja atyoina)	emen (al Viel Selver, est maries)	Prof. co. carlos cara a conserva-		i minimo migionaligis gjede	managed contratted and contrast of	4.040.000.000.000.000.000	10 (0040-004) 24 2404 4420		EGANE PITTING
95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %	50th Up Block Time (%)												
Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %	95th Up Block Time (%)		e a a se e e e e e e e e e e e e e e e e	and and the state of the state	aanta (1.15 ah 1.16 ah	n - 2 - 4 . 10000 1000 1000 1000	ata an da antidak fililifi lakkal	n een maan Palainida	A KONJANDAN PANTANTA	er ever en et de biblioù		eranda espektika (1969	year Charles (CASA)
50th Bay Block Time % 95th Bay Block Time %	Turn Bay Length (ft)												
95th Bay Block Time %	50th Bay Block Time %	rana and area and a second and a		and state of the Additional	se an e i re i incardi		uauxista (1970/07/07	a, williografi, 125, c. c.	AMBAL SYDABAL	.e. (e. (10. e. (e. (e. (e. (e. (e. (e. (e. (e. (e.	ANG ANG THE STATE OF THE STATE	#18080000000000000000000000000000000000	and Memorability
	95th Bay Block Time %								44.75.75.75				
	Queuing Penalty (veh)	a a may a mara mana Aya ha gi se ha haifin	ang ng kamatan ng ng kamatag tanatan da Pand			mart et arên eşîdêşê	પાના અધ્યાનના વધા કરિયાનો કરિયાનો જો	seepers op on the trails		era et searbilijiess	anderstate (1997)	e a nese a la saste (Aliji	Janes established

Future Volumes without Brightwater 05/19/2003 Route 9 Site Concurrency Analysis TMN

Synchro 5 Report Page 1

Area Type:	Other			
Cycle Length: 21				
Actuated Cycle L				
Control Type: Ac	tuated-Uncoordinated			
Maximum v/c Ra				
Intersection Sign	and the first of the contract of the contract of the contract of the following for the first or the first of the contract of t	Intersection LOS	3: F	
	acity Utilization 118.9%	ICU Level of Se	rvice G	
<ul> <li>User Entered</li> </ul>				
	eds capacity, queue is theoretical	ly infinite.		
	is maximum after two cycles.			
	le volume exceeds capacity, que	e may be longer.		
Queue shown	is maximum after two cycles.			

<b>→</b> 01	<b>1</b> 02	<b>√</b> ø 4
24.6 s	146's	14.6   29.6
<b>1</b> ø5	<b>♦</b> > 66	<b>→</b> <sub>97</sub> ♥ <sub>98</sub>
2463	146 s	(S)(C) 25(C)

	۶	<b>→</b>	•	•	←	4	4	1	<i>&gt;</i>	<b>&gt;</b>	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<u> </u>	<u> </u>	•	•	₩		*5	<del></del>		ካ	7>	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150	enacigation captains and	0	0	000000000000000000000000000000000000000	0	300	NI PARALT ATALAS	0	150	an enday tarbatan	0
Storage Lanes	1		0	0		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0	kertation and he mound disciol	0	0	an en el calabat la	0	0	9000400040004
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1770	1699	0	0	1800	0	1736	1768	Ô	1770	1848	0
Fit Permitted	0.950				0.980		0.950			0.950		
Satd. Flow (perm)	1770	1699	0	0	1800	0	1736	1768	0	1770	1848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	entra in televisione del communication del communication del communication del communication del communication	57		and a grant of the same of the same	5	A SAMAN ARAWA BARANTAN BAR		17			3	MANAGESTATS
Link Speed (mph)	// / / / / / / / / / / / / / / / / / /	35			35			45			45	
Link Distance (ft)	00000000000000000000000000000000000000	2929	a semana and a semana and a semana a s	avantetradomico-lo-	3076			5290		rederie decimale de	1234	10121010000000000000000000000000000000
Travel Time (s)		57.1			59.9			80,2			18.7	
Volume (vph)	33	134	191	96	119	24	50	209	58	7	992	55
Confl. Peds. (#/hr)					Step characteristics							
Confl. Bikes (#/hr)	kagagas karabas pakyaya			65.0034.6486.64.54650	ewadana mwenen	riados (propos por						
Peak Hour Factor	0.88	0.88	0.88	0.75	0.75	0.75	0.86	0.86	0.86	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	esse presentation become	0%	NEO-NO ENGRES GROES	Section (1995)	0%	in i i i i i i i i i i i i i i i i i i		0%			0%	92444194164669
Lane Group Flow (vph)	38	369	0	0	319	0	58	310	0	7	1102	0
Turn Type	Split	etich felologia ave von 1982		Split	Nessa Ville Sallydd	-1011/104/003/04/04	Prot		anna anama attau	Prot		meres.T
Protected Phases	. 4	4		ં 8	8		5	2		1	6	
Permitted Phases	tariana Parkaranatania		valadakka valeudanka	SPANSON STATE		(			wasanna an	A. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		Reservation:
Total Split (s)	14.5	14.5	0,0	22.5	22.5	0.0	19.0	47,0	0.0	16.0	44.0	0.0
Act Effct Green (s)	10.6	10.6		W-21170476-77-0	18.2	varvana, meremea	12.4	48.1	MERICATA TAA	14.2	40.3	
Actuated g/C Ratio	0.11	0.11			0.19		0.13	0,51		0.13	0.43	
v/c Ratio	0.19	1.52		900000000000000	0.90		0.26	0.34	Pione Paris	0.03	1.39	84528846,84
Uniform Delay, d1	40.2	33.2			39.1		41.1	14.7		43.9	27.4	
Delay	40.4	202.7	Seviendos de la company de La company de la company d	etpacia en concess.	58.7	4.000.0047940292242	38.9	15.3		37.1	168.2	
LOS	D	F			E		D	В		D	F	
Approach Delay	enderotorotten,	187.5			58 <i>.</i> 7			19.0	ment experience and a second		167.3	883328333
Approach LOS		F			E			В			F	(10-17-16-14-16-14 
Queue Length 50th (ft)	22	~295		Validation (1994)	192		33	86		4	~939	
Queue Length 95th (ft)	 52	#470			#264		68	220		-	#1218	
Internal Link Dist (ft)		2849	VII. 1 (100 100 100 100 100 100 100 100 100	Ottoba Ottoba vyti	2996			5210	Massatten Hovelch		1154	
50th Up Block Time (%)							(5) (4) (4) (4) (4) (4) (4) (4) (4) (4) (4					
95th Up Block Time (%)		uastra Nahai			andside <b>(</b> 586 <b>06</b> 6)			eronovanici)	a sera filozónálóbi		13%	
Turn Bay Length (ft)	150						300			150		S\$2000
50th Bay Block Time %	vana <b>aat</b>	54%					ann <b>xxx</b>	2000 (COSKEY)			58%	wiewskiit.
95th Bay Block Time %		72%					\$555 XXXX				61%	
Queuing Penalty (veh)		23			20,000,000,000	provide del voro					4	
a soung , onany (ron)											7	

Future Volumes without Brightwater 05/19/2003 Route 9 Site Concurrency Analysis TMN CH2MHIOAKL-FF51

Intersection Sum Area Type:	mary Other			
Cycle Length: 10	0			
Actuated Cycle L Control Type: Ac	ength: 93.8 tuated-Uncoordinated			
Maximum v/c Ra	tio: 1.52			
Intersection Sign Intersection Capa	ar Delay: 130.6 acity Utilization 107.2%	Intersection LO ICU Level of Se	mana ana paositra de la casa de l	
	eds capacity, queue is theore is maximum after two cycles			
# 95th percenti	le volume exceeds capacity, i is maximum after two cycles	queue may be longer.		

Splits and Phases: 25: Maltby Rd & SR9 - N of SR524

<b>†</b>	ø2	-	<b>▶</b> g1	<b>♣</b> 64	<b>₹</b> 68
47			16:	14.5 \$	22.58
1	ø5	<b>↓</b> ø6			
19 .		44 \$			

	۶	<b>→</b>	7	•	<b>←</b>	•	4	<b>†</b>	~	<b>/</b>	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	14	4		ሻ	1→			4			44	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0	***************************************	0	0		0	0	***************************************	0	0	***************************************	0
Storage Lanes	1		0	1		0	0		0	0		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		100	50		50	250		100	250	
Trailing Detector (ft)	0	0		0	0	***************************************	0	0		0	0	1.00.00.000.000
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1770	1745	0	1736	1818	0	0	1741	0	0	1798	0
Flt Permitted	0.585			0.261				0.860			0.920	
Satd. Flow (perm)	1090	1745	0	477	1818	0	0	1527	0	0	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		123	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	6			33	200401000000000000000000000000000000000	and management of the second	20	entroperation and a second
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2000	ii-Americanouriisi		1320			1000	1-18C1-11087112C1200	ALIMENTO CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR CO	1500	Secretary sectors and sections and sections are sections.
Travel Time (s)		39.0			25.7			22.7			34.1	
Volume (vph)	4	391	280	47	239	9	20	13	18	42	121	37
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)	Anthonous answerses	******************		e (i i nilo) e e en le en e e e en el ement	au jei doob een keinen dooraa	######################################	and a second control of a second	andria a arije je e je ize arii.	to the state of the second			A Control of the Control
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.54	0.54	0.54	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%	oanaran man	***************************************	0%		er en	0%	ected conservations and activity		0%	59950000000
Lane Group Flow (vph)	4	745	0	54	285	0	0	94	0	0	210	0
Turn Type	Perm	ood aastiid astiid doorus ood	ilanteti ilminatimiaasi sastaa	Perm	ou tout the transaction by		Perm	international desirable de la constant	wich change et gewas	Perm	Statistics	STWOMANTE.
Protected Phases		2			6			8			4	erandramana Augusta ang
Permitted Phases	2		er och kom ottoret tertrogomer	6	10-10-10-10-10-10-10-10-10-10-10-10-10-1	(1997) Anna Charles (1997) (1997)	8	350 <i>334</i> 42.44544.456.	-11-11-1111-1111-1-1-1-1	4	en e	24 (24 (24 (24 (24 (24 (24 (24 (24 (24 (
Total Split (s)	38.0	38.0	0,0	38.0	38.0	0.0	17.0	17.0	0.0	17.0	17.0	0.0
Act Effct Green (s)	26.2	26.2	rentre anteres este musico	26.2	26.2	naci dotere e mo a tipulent	******************	11.8	Control Control Control of the Control	i elek iri iri iri kanada ili ili ili iri iri iri iri iri iri iri	11.8	2000001.045-0-1
Actuated g/C Ratio	0.57	0.57		0.57	0.57			0.25			0,25	
v/c Ratio	0.01	0.72	office-some or expecting contract	0.20	0.28	ar bro-licilicos la refrancia especia	virilas, virtas principais	0.23	advalle de la collection de la c	14404[1410](QC\$114\112)	0.48	iosenewanene
Uniform Delay, d1	4.2	5.8		4.8	4.9			8.6			13.0	MASSESSION SE
Delay	4.2	6.4	30000 A24 VW-14AM	5.4	5.2	. 10-1	in the repeated and and	10.9	angan augustas sa sa sa sa sa		13.8	
LOS	Α	Α		Α	Α			В			В	
Approach Delay	90.1=10151515151515151401+01+01	6.4	e Tempola de la respecta de la respectación de la respectación de la respectación de la respectación de la res	ione-marketine	5.2		er verse er ein er en	10.9	ara escoras e caras il spra	er eller bestellt belande still bed	13.8	200000200000
Approach LOS		Α			Α			В			В	
Queue Length 50th (ft)	1	86	100120011000110001	5	29	ana arang aga arang at as	e en liberten die perphysiologische (spielen)	10	Audubus Santa S	1869, 8130, 6140, 1160, 61	33	202000000000000000000000000000000000000
Queue Length 95th (ft)	3	201		19	60			23			109	
Internal Link Dist (ft)	e Kalaj terte el escienci do	1920	teration and enterior and	i estinativa a seria de la calega.	1240	report (100 time et extreme et en e	sann rewandeared	920	AATEA MATAAMAA	v-04146462704509666	1420	AND COLOR
50th Up Block Time (%)												200000000000000000000000000000000000000
95th Up Block Time (%)	wasan ing kalaman 1994.	Sex Section (Francisco)	e la contrar estada a policida de la deligión de l La deligión de la del		4000464994444444000	94625494496555	enseranioni eron;	idinaa kanpabbib	*cov4cv4ci0(x4v2c)x440		ROMESTON LOSSES	
Turn Bay Length (ft)												
50th Bay Block Time %	esavatoraanii					aunstalia ili bi	ies Dyntryfteradd			santia (1986), 909		
95th Bay Block Time %												
Queuing Penalty (veh)	ourouses securities	salukisa nyaytaki	osovite italijajaja	uudeedade65000		mene v Schalb de Ch	. 1.48 (8), 12( <u>)</u> 16			paragrapa da at Artill	vs.165466600000	XIII KANTONIA KANTON

Intersection Sum	mary
Area Type:	Other
Cycle Length: 55	
Actuated Cycle L	ength: 46.3
Control Type: Ac	tuated-Uncoordinated
Maximum v/c Ra	
Intersection Sign	al Delay: 7.5 Intersection LOS: A
Intersection Capa	acity Utilization 66.7% ICU Level of Service B

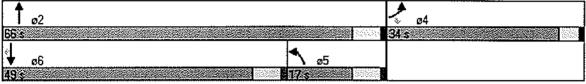
Splits and Phases: 3: 228th ST SE - 35th to 45th & 45th Ave SE

<u>*</u> ø2	Ø4
384	17/s
₩ ø6	<b>↑</b> @8
38 s	4V/5

	<b>≯</b>	•	4	<b>†</b>	<b>↓</b>	4	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	*5	7*	ሻ	<b>†</b>	<b>↑</b>	*	
Sign Control	Stop			Free	Free		
Grade	-3%	an annuaru nanaruuna ariina ahaan	114 COB 1-115 H. BANK 111-E	-5%	5%		#1995#6#################################
Volume (veh/h)	36	66	32	1272	661	376	
Peak Hour Factor	0.82	0.82	0.97	0.97	0.79	0.79	
Hourly flow rate (veh/h)	44	80	33	1311	837	476	
Pedestrians				obstantin adaldana anana ni			
Lane Width (ft)			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
Walking Speed (ft/s)	n wal wal was now no hours had marked to	nn fan stoat yn 1996 begen			Sector Sector Constitution		
Percent Blockage							mana.
Right turn flare (veh)	ranthonis (S. Chrospophicas) (Samorhina	nichtische seine der der der die Michigan	والمنافذ والمعروف المترون المترون	nous occupants and a second	elmandeli dicindenda na		
Median type	None			and the second			Company and company of the company o
Median storage veh)	manadazászásátt eltert	a description de la company	05.000.000.000.000	au ace <u>ar i carca</u> ases	An deather keinember ob Monet	itaria kan kan kan kan kan kan kan kan kan ka	nominas ir kambanadonadona est se manes est muses sucernos, est se su su se su se
Upstream signal (ft)				500			the section of the se
pX, platoon unblocked	0.63		(170a) ha (1a Ya Ye		nanasakanahebasa		
vC, conflicting volume	2214	837	1313				
vC1, stage 1 conf vol	-0.000000000000000000000000000000000000	erranikan denamer	*************	toressores (exects			
vC2, stage 2 conf vol	0017	007	4040				and the second s
vCu, unblocked vol	2917 6.5	837 6.3	1313 4.1	15001290000000	varrestanese		
tC, single (s)	0.0	0.3	4.1			and the second s	and the second s
tC, 2 stage (s) tF (s)	3.6	3.4	2.2	376 XXXX XXX X			
p0 queue free %	ა.ი 0	- 3. <del>4</del> 78	2.2 94				e i de alterdario dereccanda arte e e e e e e e e e e e e e e e e e e
cM capacity (veh/h)	10	358	517				
	-1.5	nin-striklinin naar	·				
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB2	
Volume Total	44	80	33	1311	837	476	
Volume Left	44	0	33	0	0	0	entitionististi tila papaallinisti kopen les terries esterni a terries a
Volume Right	0		0	0	0	476	transfer of the second
cSH	10	358	517	1700	1700	1700	
Volume to Capacity	4.55	0,22	0.06	0.77	0.49	0.28	
Queue Length (ft) Control Delay (s)	Err Err	21 17.9	5 12.4	0 0.0	0.0	0 0.0	
Lane LOS	F	17.9 C	12.4 B	ບ.ບ	U.U	V.U	
	3540.7		0.3		0.0	7.77	
Approach LOS	5540.7 F		v.0				
	F <sup>-</sup>						
Intersection Summary							
Average Delay			158.5				
Intersection Capacity Ut	ilization		79.0%	IC	CU Leve	of Service	O Z

	۶	7	1	<b>†</b>	1	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ች	<u> </u>	ሻ	<u></u>	<u>~~~~</u>	<u>مدرسدده د</u> ۴
Ideal Flow (vphpl)	1900	r 1900	1900	1900	1900	1900
Lane Width (ft)	1900	12	12	12	1200	12
Grade (%)	-3%	14	۱،	5%	-5%	۱ <b>۲</b> ۱۲:۱۲:۱۲:۱۲
Storage Length (ft)	್-ಎ/e 0	0	0	::::: <b>::::::::::::::::::::::::::::::::</b>	::::::::::::::::::::::::::::::::::::::	0
Storage Lanes	1	1	1			1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	4.0 50	4.0 50	4.0 50	4.0 50	4.0 50	4.0 50
Trailing Detector (ft)	0 0	0	0	0	ာပ 0	0
Turning Speed (mph)	15	9	15			9
Satd. Flow (prot)	1696	1518	1676	1764	1820	1547
Fit Permitted	0.950	1310	0.950	1704	1040	1947
Satd. Flow (perm)	1696	1518	1676	1764	1820	1547
Right Turn on Red	1050	Yes	10/0	1704	1020	Yes
Satd. Flow (RTOR)		65			eres Anno reconstantes de la companya del companya del companya de la companya de	305
	ON	CO		ΔĖ	A E	303
Link Speed (mph)	30			45	45	
Link Distance (ft)	500		energe en e	2850	500	
Travel Time (s)	11.4	67	170	43,2	7.6	OFO
Volume (vph)	586	67	172	780	519	253
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)		000	O OF	A OF	000	0.00
Peak Hour Factor	0.96	0.96	0.95	0.95	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	5%	5%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%	engawangka <u>nil</u> atikan	enventa <u>ri</u> kana	0%	0%	energaninininin
Lane Group Flow (vph)	610	_ 70	_181	821	625	_305
Turn Type	saa aseessaa ee ee	Perm	Prot	noncontratore en Lines	scenikesteren 250	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	and the second	earny per la trace to a	nan kananan arab da marabanan	6
Total Split (s)	34.0	34.0	17.0	66.0	49.0	49.0
Act Effct Green (s)	30.2	30.2	12.9	54.2	37.3	37.3
Actuated g/C Ratio	0.33	0.33	0.14	0.59	0.40	0.40
v/c Ratio	1.10	0.13	0.78	0.79	0.85	0.38
Uniform Delay, d1	31.1	1.5	38.4	14.8	25,1	0.0
Delay	97.2	7.8	54.4	15.1	24.9	2.0
LOS	F	Α	D	В	С	A
Approach Delay	88.0	eromeros artes findential (+1) (i	er er er en sætert er er flette flag uttil blid	22.2	17.4	erennen viriliää telikäi
Approach LOS	F			C	В	
Queue Length 50th (ft)	~438	2	108	341	317	0
Queue Length 95th (ft)	#687	34	#232	507	391	29
Internal Link Dist (ft)	420	americ (A.Telied)	and the Test of	2770	420	anandikā.
50th Up Block Time (%)						
95th Up Block Time (%)			augene namen		2%	
Turn Bay Length (ft)					_,,	
50th Bay Block Time %				54W05081555		
95th Bay Block Time %						
Queuing Penalty (veh)						
Gueding Ferfally (Veri)						

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 92.5	······································
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 37.6	Intersection LOS: D
Intersection Capacity Utilization 86.8%	ICU Level of Service D
<ul> <li>Volume exceeds capacity, queue is theo</li> </ul>	retically infinite.
Queue shown is maximum after two cycle	es.
# 95th percentile volume exceeds capacity	, queue may be longer.
Queue shown is maximum after two cycle	es.



	۶		•	•	<b>←</b>	*	•	1	<b>/</b>	<b>&gt;</b>	1	4
Cane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	4		ሻ	4		ሻ	<b>↑</b>	7	<u>J</u>	<b>^</b>	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		1%			-1%			1%			-1%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	100	250		100	250		100	250	100	100	250	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1761	*136	0	1778	1861	0	1761	1853	1575	1744	1836	1561
FIt Permitted	0.412			0.190			0.374			0.041		
Satd. Flow (perm)	764	1629	0	356	1861	0	693	1853	1575	75	1836	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		80	error se escape e mors es	a sama muuna un va va va	1	, a page a great respect, a restrict respectively a	ب والحال ، معرضات والمراسات الأخراء والمدارات .	ورود ۲۰۰۱ - د د د د د د د د د د د د د د د د د د	38		Ones and determine the Community	81
Link Speed (mph)		32			35			45			45	Newscant and the second
Link Distance (ft)	overvetoven extransion	2112	tors over occurs		1000	ta thiosion does a servicio	vices access and encourage access	1780	n niger i statisti mercencere	Districts of a first and a size of a	5290	
Travel Time (s)		45.0			19.5			27.0			80.2	
Volume (vph)	145	35	146	254	70	3	152	1053	78	36	476	76
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)	esementa mentan sem	rmanes Essa Entre no	den vere <u>n</u> de <u>n b</u> ereden d	steette Line Line	evassinsiinina	rveren <u>i resilintino</u> s	tura esta esta esta esta esta esta esta est			seena Lina Linu tea	nederler uitemendier (in test	onteuris Seneri es la
Peak Hour Factor	0.81	0.81	0.81	0.70	0.70	0.70	0.95	0.95	0.95	0.90	0,90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0		0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	operativação	0%	e warnen en ellen		0%		ententeter <u>in</u> ion	0%	nananan kanan dari	ome was established whose	0%	setement Inc.
Lane Group Flow (vph)	179	223	0	363	104	0	160	1108	_ 82	40	529	84
	pm+pt	V0000000000000000000000000000000000000	erorania	pm+pt			pm+pt	9990000000	Perm	pm+pt	nasovanie vistuaria	Perm
Protected Phases	7	4		3	8		5	2	_	1	6	
Permitted Phases	4	*********	energa (an	8	********		2	edana kana	2	6	sandarini ing iko	6
Total Split (s)	19.6	29.6	0.0	14.6	29.6	0.0	24.6	146.0	146.0	24.6	146.0	146.0
Act Effct Green (s)	40.6	27.0	560/000000000000000	34.8	23.8		134.2	126.7	126.7	126.5	120.3	120.3
Actuated g/C Ratio	0.22	0.15		0.19	0.13		0.73	0.68	0.68	0.68	0.65	0.65
v/c Ratio	0.73	2.53		2.39	0.44		0.29	0.87	0.08	0.37	0.44	0.08
Uniform Delay, d1	62.0	7.2		63.7	73.9		7,4	23.3	5.2	7.4	15.4	0.4
Delay	72.3	378.0	900000000000000000000000000000000000000	365.2	82.6		6.9	23.0	5.3	9.1	15.0	2.1
LOS	Ε	241 O		F	202 C		Α	C	Α	Α	В	Α
Approach Delay		241.9 F	Netros (Netros		302.2			20.0	ERIOTORIA SERVICIO		13.0	6555000000000
Approach LOS	242			700	F			C	47	10	В	
Queue Length 50th (ft) Queue Length 95th (ft)	213	~376		~768	132		52	1004	17	12	290	l Openson
Internal Link Dist (ft)	272	#496 2032		#724	159 920		78	1326	38	30	391	22
50th Up Block Time (%)		2032			920		848458958	1700	terrenavesaks		5210	000000000000000000000000000000000000000
95th Up Block Time (%)									en e			
Tum Bay Length (ft)												986950829
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)				espreystriff					verter in Einich			
Gueding Fenalty (Ven)												

Intersection Sumr	nary
Area Type:	Other
Cycle Length: 219	.8
Actuated Cycle Le	ength: 185
Control Type: Act	uated-Uncoordinated
Maximum v/c Rat	
Intersection Signa	
	city Utilization 108.5% ICU Level of Service F
<ul> <li>User Entered</li> </ul>	
	eds capacity, queue is theoretically infinite.
<ul> <li>April 10 de la contraction de la co</li></ul>	is maximum after two cycles.
	e volume exceeds capacity, queue may be longer.
Queue shown	is maximum after two cycles.

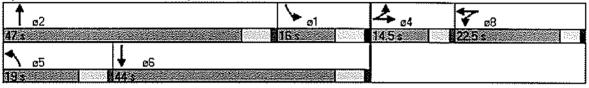
<b>→</b> <sub>s1</sub>		▼ 。	- <b>4</b> ø4
24.6 s	145's	14.6 s	29.6 \$
◆ 95	€ 05	<b>≯</b> 。	7 🕏 ø8
24.6 \$	1AG o	1968	29.6

	۶	$\rightarrow$	•	•	<b>←</b>	4	4	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	إر	1			4		ሻ	4		ሻ	1→	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	300		0	150		0
Storage Lanes	1		0	0		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1770	1783	0	0	1813	0	1770	1842	0	1736	1805	0
Fit Permitted	0.950				0.991		0.950			0.950		
Satd. Flow (perm)	1770	1783	0	0	1813	0	1770	1842	0	1736	1805	0
Right Turn on Red			Yes		<u></u>	Yes			Yes			Yes
Satd. Flow (RTOR)	146600000000000000000000000000000000000	16	tacaanakeeteaanaa	=354000000000000000000000000000000000000	7	rtenbelkelkernneleber	Santation (Santation (Santation (Santation (Santation (Santation (Santation (Santation (Santation (Santation (S	5	tiele kiteen alvis alkadese	rion in monantifactionico	5	namoon otos
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2929	EN AND WATER TO WOOD	okonocronentonova	3076		e independent eine der eine er	5290	Valore Professor	idende de la la completa de la comp	1234	DYDANATIYONG TO SON
Travel Time (s)		57.1			59.9			80.2			18.7	
Volume (vph)	96	143	58	49	183	35	157	977	75	19	395	36
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)			-						00000 <u>1</u> 00 <u>11011</u> 00	o a kontrentintinea	antingste <u>r i</u> ele <u>rater i te</u> rtesje	okeesimminisi
Peak Hour Factor	0.95	0.95	0.95	0.81	0.81	0.81	0.95	0.95	0.95	0.87	0,87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		Λο/			^^/					Control of the Contro	^^/	
Mid-Block Traffic (%)		0%		0	0%	15555000 <b>.</b> 00		0%			0%	estatores est
Lane Group Flow (vph)	101	212	0	200002254-20022422	329	0	165	1107	0	22	495	0
Turn Type	Split 4	4		Split	8	ravané magasing	Prot		X8999995000000	Prot		VOLENCO POPUNI
Protected Phases Permitted Phases	4	4	302.	8	O		5	2		1	6	
A CONTRACTOR OF THE PROPERTY O	14.5	14.5	0.0	22.5	22.5	0.0	19.0	47.0	0.0	400	420	്രഹ
Total Split (s) Act Effct Green (s)	10.6	10.6	U.U	<i></i>	18.6	<b></b> U.U	14.0	44.8	U.U	16.0	44.0 32.6	0.0
Actuated g/C Ratio	0.12	0.12			0.20		0.15	0.49		12.0 0.12	0.35	000000000000000000000000000000000000000
v/c Ratio	0.50	0.97			0.88		0.61	1.23		0.12	0.77	
Uniform Delay, d1	40.1	39.3			37.0		38,4	25,3	- Learning and Grant Control of the	42.8	24.9	2005 (COM)
Delay Delay	41.0	85.4			58.5		38.3	117.7	enanteen	40.4	26.3	
LOS	71.0 D	F		<b>.</b>	00.0 E		00.0 D	F		-0.4 D	_0.5 	246000000
Approach Delay		71.0	40.000000000000000000000000000000000000		58.5			107.4	Continue to a strain a	San Carlotte Control of the Control	26.9	6000000000
Approach LOS		E		eritario (n. 1818) El 1818 e e e e e e e e e e e e e e e e e	00.0 E			.0, <del>.</del>				
Queue Length 50th (ft)	56	115	99228619662.		183		89	~728		11	253	(1160) (13)
Queue Length 95th (ft)	116	#286			#319			#1205		35	353	
Internal Link Dist (ft)		2849			2996			5210	enterte de la constanta de la c La constanta de la constanta d		1154	
50th Up Block Time (%)												
95th Up Block Time (%)					DASHARAN SANA							enický kará
Turn Bay Length (ft)	150						300			150		
50th Bay Block Time %		96.000.000.000.000.000	udoranie i Politik	atis vivičnitši		1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	onenatialisti	34%	escaledddidi		30%	000000000000000000000000000000000000000
95th Bay Block Time %		53%						61%			37%	
Queuing Penalty (veh)	ojuviu tvo AviAsAt	26	teet-Villerti	irin aanaan ah				78			7	essea a Maria
J ()											•	

Future Volumes without Brightwater 05/19/2003 Route 9 Site Concurrency Analysis TMN

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 91.9	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.23	The state of the s
Intersection Signal Delay: 79.0	Intersection LOS: E
Intersection Capacity Utilization 110.1%	ICU Level of Service G
~ Volume exceeds capacity, queue is theore	etically infinite;
Queue shown is maximum after two cycles	
# 95th percentile volume exceeds capacity,	
Queue shown is maximum after two cycles	

Splits and Phases: 25: Maltby Rd & SR9 - N of SR524



Eane Group		<b>≯</b>	<b>-</b>	7	•	<b>←</b>	*	4	1	/	<b>&gt;</b>	<b>↓</b>	4
Lane Configurations	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Ideal Flow (rophp)	•	75	ĵ.		ሻ	1,			43.			4.	3,000
Lane Width (If)				1900			1900	1900		1900	1900		1900
Grade (%)					and the second second second			and the second residence was the			No and the fact a fact to the court		5-5-63-6-6-6-6-6-6-6-6-6-6-6-6-6-6-6-6-6
Storage Length (ft)													
Storage Lanes		0		0	0	0.20.0000000000000000000000000000000000	0	0	XXXXII VA TATALA	0	0		0
Total Lost Time (s)					1			0			Ō		
Leading Detector (ft)		4.0	4.0	4.0	administration of the second	4.0	interest admirately being	material de la companya de la compa	4.0	arra d'arabira) y dafaataray ka a	and the second second section of the second	4.0	All the track the beautiful
Trailing Detector (IT)						50		at and a few areas of the constraints					
Turning   Speed (mph)   15		datum ekselik di turdik ersteta	A result in the second control of the second			hatanih industra kanda daattii		initetationis sinest militare 2000 s	and ethican and a trail	Coverence and Service		UNSCHOOLSE - PROPERTY	3540903754403752
Satic Flow (prof.)   1736   1787   0   1770   1829   0   0   1789   0   0   1747   0		15		9	15		9	15		9	15		9
Fit Permitted		1736	1787	0	1770	1829		and address to the contract of	1789	al a salah tahun kabupatèn kacamatan bahar	Carlos de Carlos	1747	occomonation con
Satic Flow (perm)   581   1787   0   762   1829   0   0   1473   0   0   1516   0     Right Turn on Red Start Flow (RTOR)   28   23   21   41     Link Speed (mph)   35   35   35   30   30     Link Distance (tt)   2000   1320   1000   1500     Travel Time (s)   39.0   257   22.7   34.1     Volume (vph)   57   343   59   22   465   65   132   125   38   23   27   28     Confl. Peds. (#/hir)   Confl. Bikes (#/hir)     Peak Hour Factor   0.89   0.89   0.89   0.97   0.97   0.97   0.91   0.91   0.91   0.69   0.69   0.69     Growth Factor   100%					0.409								
Right Turn on Red   Satd. Flow (RTOR)   28   23   21   41   41   41   41   41   41   41	Satd. Flow (perm)	e angle Salan ngalan ana Salan na ana ana n	1787	0	762	1829	0	0	Manager Market Contract Contract	0	0		0
Satic Flow (RTOR)   28   23   21   41   14   15   10   15   10   15   10   15   10   15   10   15   10   10				Yes			Yes						Yes
Link Speed (mph)		te former til manne det sekret sekret sekret a	28		nimentitiekt mit gine telekti.	23	inaninta mjelo od ingter energi	na in die eer de naarde de naar de naa	21	Maria de la Social de La Cale		41	t lie in wie der kontrag zeinen.
Link Distance (ft)   2000   1320   1000   1500   1500   17avel Time (s)   39.0   25.7   22.7   34.1   20   20   20   25.7   22.7   34.1   20   20   20   20   20   20   20   2			35			35			30				
Travel Time (s)   39.0   25.7   22.7   34.1     Volume (vph)		iejania (ilia ila ila ila ila) eti ja ilia ilajeg	Contract Contracts of the Contract of	er e	interior and the second second	1320	jalabentus pertuta että var ole	909-688-000-1-2 <b>8</b> -29	the second section of the second				SCHOTAA GAGAA
Volume (vph)   57   343   59   22   465   65   132   125   38   23   27   28			39.0			25.7			22.7				
Confl. Reds. (#/hr)		57	343	59	22	465	65	132	125	38	23		28
Confl. Bikes (#/hr) Peak Hour Factor 0.89 0.89 0.89 0.89 0.97 0.97 0.97 0.91 0.91 0.91 0.69 0.69 0.69 0.69 0.69 0.69 0.69 0.69													
Peak Hour Factor   0.89   0.89   0.89   0.97   0.97   0.97   0.91   0.91   0.69   0.		di adiranj in Onto Calendardo					iki kalaga mandan salawa	elitera inibalis pinenti	\$ 5076 DAYO (\$ 560) X LASA			4664460025555565645565	2014-9007-000-00-00-00-00-00-00-00-00-00-00-00
Growth Factor   100%		0.89	0.89	0.89	0.97	0.97	0.97	0.91	0.91	0.91	0.69	0.69	0.69
Heavy Vehicles (%)	Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%		disk of the interest and a street	detailer anne e extense ee e	est for former and seed
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%			
Parking (#/nr)   Mid-Block Traffic (%)   O%   O%   O%   O%   O%   O%   O%		0	0	0	0	en elektrone en joulant ar ar alloud foorte	and the second section of the second	en en en en en en en en folkbokkepropiske	Commence of the second state of	والمرود والمرواء والمراجعة والمرووزون	Control Comments (Control Con-		
Mid-Block Traffic (%)													
Lane Group Flow (vph)			0%		(And the section of t	0%		ina ja gila a jait gi jaan ja aytualgatu magt	0%			0%	Commonwell Common
Turn Type		64	451	0	23	546	0	0	324	0	0	113	0
Protected Phases   2		Perm		***************************************	Perm		t v eta adamay k amag hang aya gawi	Perm	idenak dinak ing pangan d	erzanta zerontarea esper	Perm	t to low-to-all defends and	eresterettiinistess
Total Split (s)         22.0         22.0         0.0         22.0         22.0         0.0         18.0         18.0         0.0         18.0         18.0         0.0           Act Effct Green (s)         15.7         15.7         15.7         12.6         12.6         12.6           Actuated g/C Ratio         0.43         0.43         0.43         0.43         0.35         0.35           v/c Ratio         0.25         0.57         0.07         0.68         0.62         0.21           Uniform Delay, d1         6.5         7.2         6.0         7.8         9.2         5.2           Delay         7.6         7.9         6.6         8.7         11.0         6.6           LOS         A         A         A         A         B         A           Approach Delay         7.9         8.6         11.0         6.6           Approach LOS         A         A         A         B         A           Queue Length 50th (ft)         8         62         3         82         51         10           Queue Length 95th (ft)         26         120         11         159         #122         24           Internal Link D	Protected Phases		2			6			8			4	
Act Effct Green (s) 15.7 15.7 15.7 15.7 12.6 12.6 Actuated g/C Ratio 0.43 0.43 0.43 0.43 0.35 0.35  v/c Ratio 0.25 0.57 0.07 0.68 0.62 0.21  Uniform Delay, d1 6.5 7.2 6.0 7.8 9.2 5.2  Delay 7.6 7.9 6.6 8.7 11.0 6.6  LOS A A A A A B A A B A A A A B A A B A A B A A B A A B A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A B B A A A A B B A A A A B B A A A A B B A A B B A A B B A A B B A A B B A A B B A A B B B A A B B B A A B B B A B A B B B A B B B B A B	Permitted Phases	2		2 to 100 to 10 to	6		an a a a fear and a gardy and a sale of the general part	8	elierierres el circio docia cech .	en titur variation per per en extensi	4	a months of the second of the	Service Services
Actuated g/C Ratio 0.43 0.43 0.43 0.43 0.43 0.35 0.35 0.35 v/c Ratio 0.25 0.57 0.07 0.68 0.62 0.21 Uniform Delay, d1 6.5 7.2 6.0 7.8 9.2 5.2 Delay 7.6 7.9 6.6 8.7 11.0 6.6 LOS A A A B A A A B A A A B A A A B A A A B A A A B A A A B A A A B A A A B A A A B A A A B A A A B A A A B A A A B A A A B A A A B A A A B A A A B A A B A A B A A B A A B A A B A A B A A B B A A A B B A A B A A B B A A B A A B B A A B A A B B B A A B B B A B	Total Split (s)	22.0	22.0	0.0	22.0	22.0	0.0	18.0	18.0	0.0	18,0	18.0	0.0
V/c Ratio         0.25         0.57         0.07         0.68         0.62         0.21           Uniform Delay, d1         6.5         7.2         6.0         7.8         9.2         5.2           Delay         7.6         7.9         6.6         8.7         11.0         6.6           LOS         A         A         A         B         A           Approach Delay         7.9         8.6         11.0         6.6           Approach LOS         A         A         B         A           Queue Length 50th (ft)         8         62         3         82         51         10           Queue Length 95th (ft)         26         120         11         159         #122         24           Internal Link Dist (ft)         1920         1240         920         1420           50th Up Block Time (%)         95th Up Block Time (%)         95th Bay Block Time %         95th Bay Block Time %	Act Effct Green (s)	15.7	15.7		15.7	15.7	*****************		12.6	and survey be a some and of a	eranteni han ili era era tera uha anarangah	12.6	113-99-00-00-00-00-00-00-00-00-00-00-00-00-
Uniform Delay, d1 6.5 7.2 6.0 7.8 9.2 5.2  Delay 7.6 7.9 6.6 8.7 11.0 6.6  LOS A A A A B B A  Approach Delay 7.9 8.6 11.0 6.6  Approach LOS A A A B B A  Queue Length 50th (ft) 8 62 3 82 51 10  Queue Length 95th (ft) 26 120 11 159 #122 24  Internal Link Dist (ft) 1920 1240 920 1420  50th Up Block Time (%) 95th Up Block Time (%) 95th Bay Block Time % 95th Bay Block Time %	Actuated g/C Ratio	0.43	0.43		0.43	0.43			0.35			0.35	
Delay 7.6 7.9 6.6 8.7 11.0 6.6  LOS A A A A B B A  Approach Delay 7.9 8.6 11.0 6.6  Approach LOS A A B B A  Queue Length 50th (ft) 8 62 3 82 51 10  Queue Length 95th (ft) 26 120 11 159 #122 24  Internal Link Dist (ft) 1920 1240 920 1420  50th Up Block Time (%) 95th Up Block Time (%) 95th Bay Block Time % 95th Bay Block Time %	v/c Ratio	0.25	0.57		0.07	0.68			0.62	reducer rate = terrerec	20-m2-8-11-m2-1-m2-1-m2-1-m2-1-m2-1-m2-1-m	0.21	cooreo-ganizous
LOS	Uniform Delay, d1	6.5	7.2		6.0	7.8			9.2			5.2	
Approach Delay 7.9 8.6 11.0 6.6 Approach LOS A A B A B A Queue Length 50th (ft) 8 62 3 82 51 10 Queue Length 95th (ft) 26 120 11 159 #122 24 Internal Link Dist (ft) 1920 1240 920 1420 50th Up Block Time (%) 95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %	Delay	7.6	7.9		6.6	8.7			11.0	-104-011-000-01-01-01-01-01-01-01-01-01-01-0		6.6	A THE STATE OF THE SERVICE OF THE SE
Approach LOS A A B A B A Queue Length 50th (ft) 8 62 3 82 51 10 Queue Length 95th (ft) 26 120 11 159 #122 24 Internal Link Dist (ft) 1920 1240 920 1420 50th Up Block Time (%) 95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %		Α	Α		A	Α			В			Α	
Queue Length 50th (ft)     8     62     3     82     51     10       Queue Length 95th (ft)     26     120     11     159     #122     24       Internal Link Dist (ft)     1920     1240     920     1420       50th Up Block Time (%)       95th Up Block Time (%)       Turn Bay Length (ft)       50th Bay Block Time %       95th Bay Block Time %	Approach Delay		7.9			8.6			11.0			6.6	
Queue Length 95th (ft)     26     120     11     159     #122     24       Internal Link Dist (ft)     1920     1240     920     1420       50th Up Block Time (%)       95th Up Block Time (%)       Turn Bay Length (ft)       50th Bay Block Time %       95th Bay Block Time %	Approach LOS		Α			Α			В			Α	
Internal Link Dist (ft) 1920 1240 920 1420  50th Up Block Time (%)  95th Up Block Time (%)  Turn Bay Length (ft)  50th Bay Block Time %  95th Bay Block Time %	Queue Length 50th (ft)	8	62		3	82			51			10	
50th Up Block Time (%) 95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %		26	120		11	159			#122			24	
95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %	Internal Link Dist (ft)		1920			1240			920			1420	
Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %	50th Up Block Time (%)												
50th Bay Block Time % 95th Bay Block Time %													
95th Bay Block Time %													
												and the second s	1
Queuing Penalty (veh)													
	Queuing Penalty (veh)												

Area Type: Other	
Cycle Length: 40	
Actuated Cycle Length: 36.4	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 8.7	Intersection LOS: A
Intersection Capacity Utilization 72.1%	ICU Level of Service C
# 95th percentile volume exceeds capacity, Queue shown is maximum after two cycles	

Splits and Phases: 3: 228th ST SE - 35th to 45th & 45th Ave SE

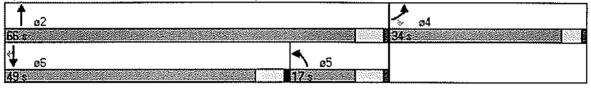


	*	•	4	<b>†</b>	ļ	4	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	۲۲	7	ሻ	<b>↑</b>	<b>1</b>	7	
Sign Control	Stop			Free	Free		
Grade	-3%			-5%	5%		
Volume (veh/h)	51	136	83	432	685	817	
Peak Hour Factor	0.89	0.89	0.88	0.88	0.93	0.93	
Hourly flow rate (veh/h)	57	153	94	491	737	878	
Pedestrians	k transferentist kalendere	44504 8 (NOSES)	000000000000000000000000000000000000000	DANGERSON VALCE	ska erat ver	Daniek in Arthrech olek dela disebisation	
Lane Width (ft)							
Walking Speed (ft/s) Percent Blockage							
Right turn flare (veh)							
Median type	None						
Median storage veh)							
Upstream signal (ft)				500			
pX, platoon unblocked	0.99	ga ta bada a sa bibba abbat	1×10/0 100000000000000000000000000000000	adirilara a area lubu atkal	onen annonnodotto	GARANARIA MARANDA MARANDA (1996) AND AND A	
vC, conflicting volume	1416	737	1615				
vC1, stage 1 conf vol						en e	Material Charles and American American and American American And American American American American American A
vC2, stage 2 conf vol							
vCu, unblocked vol	1418	737	1615	antendo entra en accesa.	egitus at a transfer was passed as	والمعلوم ليكو الموسيكون مع لحرائج كرية المعلول والمار والمتعار والمتعارب	
tC, single (s)	6.5	6.3	4,2				Parameter and the second secon
tC, 2 stage (s)	araratanilarilarah	08800 <b>~</b> 00 <b>0</b> 00	eness Linuines	Epiniago propinsiones	********		en fall film for the film of t
1F (s)	3.6	3.4	2.3				
p0 queue free %	46 106	62 400	75 372	178257 VENDO			
cM capacity (veh/h)	andre en la branche pelle se la velle.	.s.::11.=1/s=1-/-	at e Indrest Consolina Inservance se				
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB1	SB 2	
Volume Total	57	153	94	491	737	878	
Volume Left	57	0	94	0	0	0	
Volume Right cSH	0 106	153 400	0 372	0 1700	1700	878 4700	
Volume to Capacity	0.54	0.38	اد 0.25	0.29	1700 0.43	1700 0.52	
Queue Length (ft)	63	0.36 44	0.25 25	. ს. <u>გ</u> 0	0 	0.52	
Control Delay (s)	73.7	19.5	17.9	0.0	0.0	0.0	
Lane LOS	, y., F	, , , , , , , , , , , , , , , , , , ,	., C		000 <b>00000</b>	**************************************	
Approach Delay (s)	34,3		2.9		0.0		
Approach LOS	D		MARONAT POTOS	o o consequencia (1966) (1			
Intersection Summary							
Average Delay			3.7				
Intersection Capacity Ut	ilization		ა. <i>/</i> 66.3%		2111 00%	el of Service	В
microecilon capacity U	HUDDAN		UU.U /0		JULEVE	OI JEIVICE	D

4 <del>7 · · · · · · · · · · · · · · · · · · ·</del>	۶	7	1	<b>†</b>	<b>↓</b>	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
	CPL ኝ	<u>رروع</u> ۴	ሻ	-		्र १
Lane Configurations				<b>↑</b>	<b>↑</b>	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	-3%			5%	-5%	
Storage Length (ft)	0	0	0	una da desar de la composición de		0
Storage Lanes	1	1				1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Satd. Flow (prot)	1607	1438	1544	1625	1770	1505
Fit Permitted	0.950		0.950			
Satd. Flow (perm)	1607	1438	1544	1625	1770	1505
Right Turn on Red		Yes		. 520		Yes
		96				44
Satd. Flow (RTOR)		90 			a e	44
Link Speed (mph)	30			35	45	
Link Distance (ft)	500			2850	500	thatterhales on helde
Travel Time (s)	11.4			55.5	7.6	
Volume (vph)	226	85	37	289	785	48
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)				and a forward of military of the		
Peak Hour Factor	0.89	0.89	0.88	0.88	0.93	0,93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	14%	14%	14%	10%	100%
<ul> <li>See a contraction — contraction of contraction of the management of the contraction of the cont</li></ul>	41.5000000000000000000000000000000000000	\$20000000000000000000000000000000000000	salment and territorial probabilities	A1544-5000-114-004-5000	Contract the contract of the c	CASSAGE PLOSE OF STATE
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%	es management of the transfer	ann i ceann a tha ann an	0%	0%	Construction 1
Lane Group Flow (vph)	254	96	42	328	844	52
Turn Type		Perm	Prot		Automobility	Perm
Protected Phases	4		5	2	6	
Permitted Phases	0575250555555555	4	onene en Tille			6
Total Split (s)	34.0	34.0	17.0	66.0	49.0	49.0
Act Effct Green (s)	18.5	18.5	12.2	56.7	47.9	47.9
Actuated g/C Ratio	0.22	0.22	0.14	0.68	0.58	0.58
v/c Ratio	0.71	0.24	0.20	0.30	0.83	0.06
Uniform Delay, d1	31.4	0.0	36.6	5.1	16.1	1.3
Delay	30.2	6.2	36.6	6.4	33.1	5.4
LOS	C	Α	D	Α	С	Α
Approach Delay	23.6	e que primero en estado de Carlos do Car	enen yayan goran asin yalan 3 Silah	9.9	31.5	arananan katanan 1888. B
Approach LOS	C			Α	C	
Queue Length 50th (ft)	132	0	21	61	416	2
Queue Length 95th (ft)	212	36	55	131	#791	22
		ು೦	သ			
Internal Link Dist (ft)	420	1000000000000000	rikakan wa ese	2770	420	o ko ka politicke pokobena
50th Up Block Time (%)					6%	
95th Up Block Time (%)					38%	
Turn Bay Length (ft)						
50th Bay Block Time %	, ,, ,					>
95th Bay Block Time %						
Queuing Penalty (veh)	000000000000000000000000000000000000000		ensurentes.		187	883880808090
Gaconing Fortuity (Veri)					107	

Агеа Туре: О	ther			 
Cycle Length: 100			_	and the second s
Actuated Cycle Length: 8			Taranta and the same of the sa	 
Control Type: Actuated-L	Uncoordinated			
Maximum v/c Ratio: 0.83	3			
Intersection Signal Delay	r: 24.8	Interse	ection LOS: C	
Intersection Capacity Util			evel of Service B	The second secon
# 95th percentile volum	ne exceeds capacit	y, queue may be	longer.	

Splits and Phases: 32: SR 522 EB Ramps & SR9



	ၨ	-	•	✓	←	•	4	<b>†</b>	~	<b>/</b>	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBH
Lane Configurations	J.	- →		7	<b>1</b>		ኝ	<b>↑</b>	7	ች	<b>^</b>	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		1%			-1%			1%			-1%	
Storage Length (ft)	0	*************************	0	0	2076 2076 2076 200 200 200 200 200 200 200 200 200 20	0	0	wilensonstanter.	0	0	en er etter en en etter et	0
Storage Lanes	1		0	1		0	1					1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	100	250		100	250		100	250	100	100	250	100
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1761	*648	0	1778	1732	0	1727	1818	1545	1778	1872	1591
Fit Permitted	0.645			0.156			0.028	teleford a teleford a terr		0.458		
Satd. Flow (perm)	1195	1603	0	292	1732	0	51	1818	1545	857	1872	1591
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	- 1,4 ·· 10 · 10 · 10 · 10 · 10 · 10 · 10 ·	171	and the second of the second of	and the second desired and the second	9			and and had not are presidently as faller.	30	98-20-59-2020-4-19-20-20-19-20-1 	enter de la companya (esta	54
Link Speed (mph)		32			35			45			45	
Link Distance (ft)		2112		and the state of t	1000	anny in management and it was	I MANUFALL CONTRACTOR CONTRACTOR	1780	er were end per weekelightigelig	es Contractorista e de la contractorio	5290	and the second
Travel Time (s)		45.0			19.5			27.0			80,2	
Volume (vph)	56	31	277	10	4	4	98	329	25	9	1184	125
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)	audrongur (vestarjande e vest)	***************************************	gana sara munang nganasanana	ang makanan karangan	la de la calactería de la composição de la	international limit and inclination and	enements femilier ten tures den	Artist saceta a temperapi.	ia terbira tapahajajating tap	i de la composition	ana engenarous a s	A0020000000000000000000000000000000000
Peak Hour Factor	0.81	0,81	0.81	0.44	0.44	0.44	0.82	0.82	0.82	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)						7						
Mid-Block Traffic (%)	Springer for the purpose and and and angel	0%	was ning a same to the same		0%	ra na branca de la colonia	interiore de la coministra	0%			0%	warrangangangan <mark>aga</mark>
Lane Group Flow (vph)	69	380	0	23	18	0	120	401	30	9	1221	129
and the street of the street o	pm+pt	er and entered and entered of entered	Section of the Control of the Section of the Sectio	pm+pt	dialisi mentintan inakan tain	ala di sanggara da sanggara s	pm+pt	ila at til i timbeta a sustillisti	Perm	pm+pt	na tota i kole siyatiyati	Perm
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4	21 21 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	141701.1000=20T helooks24.00	8	vilea.vii viireeelev erem vii	n din dia antan'i mandrina dia and antanana dia atan m	2	entre established by the second	2	6	A 144 A 43 (3A 60463 A 644 A	6
Total Split (s)	19.6	29.6	0.0	14.6	29.6	0,0	24.6	146.0	146.0	24.6	146.0	146.0
Act Effct Green (s)	32.6	25.6	Anglief gladened, gladenga (figligata	18.6	14,1	Made and a second and a second as a se	160.4	156.8	156.8	147.5	142.4	142.4
Actuated g/C Ratio	0.16	0.13		0.09	0.07		0.80	0.78	0.78	0,71	0.71	0.71
v/c Ratio	0.28	1.64	4 (m. př. řepřez 1, m. e.) ře e.) rýppe	0.30	0.14		0.76	0.28	0.02	0.01	0.92	0.11
Uniform Delay, d1	74.1	23.4		73.0	45.9		56.3	7.5	0.0	5.0	25.6	5.4
Delay	74.1	248.9	a matant and another of femile field a fit	74.8	54.1	ieta e ir a ir alata ta e il a talia ir talia ir ta	55.3	7.2	2.1	6.1	37.6	6.4
LOS	E	F		E	D		E	Α	A	Α	D	Α
Approach Delay		222.0		or the major market received the forest	65.7		1111-1-1-1	17.4	a properties of the first consecutive to	el de le de la company de l La company de la company d	34.4	the control of the last of the control of the contr
Approach LOS		F			E			В			С	
Queue Length 50th (ft)	81	~531		26	11	hamadar heli daa daa daa ah a	110	137	0	2	1396	31
Queue Length 95th (ft)	125	#658		29	16		171	205	9	8	#2006	65
Internal Link Dist (ft)		2032			920	ente des montes et un beneficie en beneficie	etra artirar araman iz arajuantijare	1700	desperance of second constitution	· ************************************	5210	to and other industrial gar
50th Up Block Time (%)												
95th Up Block Time (%)		aurus an tama merupa na Tama at Sali	or a rest of the section of a feet flee head of	an e y mar grego anno egetya anio gifty	ore, a sub-rost of correct cont. T	and the second section of PER	aran arang sepakah gerdiji jili ji	acina esta en esta trada esta la fini	a personal de la companya de la comp	recentra en libra que 1940	en agus nuaigh eisteacht.	000000000000000000000000000000000000000
Turn Bay Length (ft)												7
50th Bay Block Time %		and the second section of the section of the second section of the second section of the section of the second section of the sectio	a and the state of	arrente en	ana na na na na na tha fa tha ta fail	, e e e com em man e e e e e e e e e e e e e e e e e e e	, manusia sersita terapak eti Sali TSA	on the entitle of the second		s, 250 (1000) (2000) (1000)	ueurus et	0.004/11/0.40/4/07
95th Bay Block Time %												
Queuing Penalty (veh)		. armanyang ba				m.			***************************************		eer een eerste van 1965 het 1	a ga ta arter a film of a

Intersection Summa	
Area Type:	Other
Cycle Length: 219.8	
Actuated Cycle Leng	
Control Type: Actua	I-Uncoordinated
Maximum v/c Ratio:	
Intersection Signal I	trass concentration and the commence of the contration of the cont
Intersection Capacit	
<ul> <li>User Entered Va</li> </ul>	Conference of the first of the
	apacity, queue is theoretically infinite.
	iximum after two cycles.
	ıme exceeds capacity, queue may be longer.
Queue shown is	ximum after two cycles.

Splits and Phases: 6: 228th ST SE - 45 to SR9 & SR9

01	<b>↑</b> o2	€ 0	o4 → ∞4
24.6 s	146 s	14.6 s	29.6 s
<b>1</b> 95	<b>\$</b> >> <b>©</b> 6	<u></u> ▶ .	57 ₹ e8
24.6 \$	TAG:	196	241.

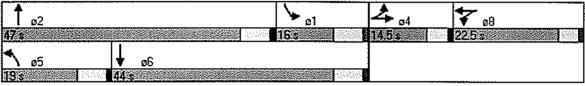
	۶	<b>→</b>	•	✓	<b>←</b>	•	4	1	~	<b>&gt;</b>	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	7.			44		*	4		75	1→	
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	300	arta ranta tirta a nataba a ra annat	0	150	er (Commercial de la Senda de la Commercia de Commercia de Commercia de Commercia de Commercia de Commercia de	0
Storage Lanes	1		0	0		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1770	1708	0	0	1804	0	1736	1787	0	1770	1848	0
Flt Permitted	0.950				0.982		0.950			0.950		
Satd. Flow (perm)	1770	1708	0	0	1804	0	1736	1787	0	1770	1848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			5			11		,,	3	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		2929			3076			5290	,		1234	
Travel Time (s)		57.1			59.9	narana kansa kan		80.2			18.7	
Volume (vph)	33	134	164	81	119	24	29	201	35	7	952	54
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.75	0.75	0.75	0.86	0.86	0.86	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Lane Group Flow (vph)	38	338	0	0	299	0	34	275	0	7	1059	0
Turn Type	Split			Split			Prot			Prot		
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases	and an amountain the common and a	andreas de comme de la com-										
Total Split (s)	14.5	14.5	0.0	22.5	22.5	0.0	19.0	47.0	0.0	16.0	44.0	0.0
Act Effct Green (s)	10.6	10.6		programme to the second section to the	17.5		12.0	44.4		14.3	40.4	
Actuated g/C Ratio	0.12	0.12			0.20		0.13	0.50		0.14	0.45	
v/c Ratio	0.18	1.37	nie vilos soviete den se a l'esse		0.84		0.16	0.31		0.03	1.27	
Uniform Delay, d1	37.9	33.1			36.8		40.7	14.9		41.7	25.7	
Delay	39.3	182.3	verije samoska vendijene	Oneman a Message Charles Source	46.6	والمناسبة والمراورة	38.5	15.8	ومادر از مادرون و معادر المادرون	36.1	142.6	
LOS	D	F			D		D	В		D	F	
Approach Delay	rendras tasketsandriač va nebbo	167.8	orter (almostorare line	regardent of the control of the control	46.6	en monte carreno e en e	ورمان درار درار درار درار درار درار	18.3	tacherania a desarrana a casa a		141.9	
Approach LOS		F			D			В			F	
Queue Length 50th (ft)	22	~263	amadewalaa ilikuwa ee	toeto akstitokat kitaak kaanna kaa	177	e entre des est est est est est est est	19	75		4	-882	. Pertutoreamen m et e me
Queue Length 95th (ft)	52	#422			#223		45	199		15	#1130	
Internal Link Dist (ft)	en natural transport at a transport	2849	mana a se a propriational		2996	entare and a real field and a	الراء والمرادات والمرادات المعالمة المعالمة	5210			1154	
50th Up Block Time (%)	perference of the second of the feet of the second of the											
95th Up Block Time (%)		Sente Amerika kura ke erana ke na	ana ana an ing taon an	nga nga kanana an atawa	مداد مدرد در کرام در او دی	i Combination (combination)	25000 · · · · ·		. Carron Charles and the	·	3%	
Turn Bay Length (ft)	150						300			150		
50th Bay Block Time %	outskie op state en service in service	48%	10.20 A. A. A. A. A. A.	ere e e e e e e e e e	'y aganglion andarana'r a' -	Name and the last	onon a nomen and a second	and the second second second	as turns		56%	
95th Bay Block Time %		69%									60%	
Queuing Penalty (veh)		22									4	

Future Volumes with Brightwater 05/19/2003 Route 9 Site Concurrency Analysis TMN

Synchro 5 Report Page 1

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 89.6	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.37	
Intersection Signal Delay: 114.2	Intersection LOS; F
Intersection Capacity Utilization 101.9%	ICU Level of Service F
~ Volume exceeds capacity, queue is theor	retically infinite.
Queue shown is maximum after two cycle	
# 95th percentile volume exceeds capacity	, queue may be longer.
Queue shown is maximum after two cycle	

Splits and Phases: 25: Maltby Rd & SR9 - N of SR524



	•		•	✓	←	*	1	<b>†</b>	~	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	₽		ሻ	4		·············	43			€}	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0	Distribute succession	0	0	visjaledadvi.ek).ii	0	0	endireten Dask-1993	0	0		0
Storage Lanes	330313		0			0	0		0	Ō		Ō
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		100	50		50	250		100	250	
Trailing Detector (ft)	0	0	arka like interationen	0	0		0	0	90040449400000000000000000000000000000	0	0	Marie Company
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1770	1740	0	1736	1818	0	0	1749	0	······································	1796	0
Flt Permitted	0.596			0.273				0.864			0.929	
Satd. Flow (perm)	1110	1740	0	499	1818	0	0	1542	0	0	1685	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)	ketasasa daskabilan	139			6		XXXX-1000-0004	28			22	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		2000			1320	Contraction of the Contraction		1000			1500	KORKEK NEDACHA
Travel Time (s)		39.0			25.7			22.7			34.1	
Volume (vph)	4	355	280	44	223	8	20	13	15	38	121	37
Confl. Peds. (#/hr)											· <u>-</u> ·	
Confl. Bikes (#/hr)								BERBARNEREN				BERGMERTS
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.54	0.54	0.54	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	<del>-</del> 0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	ASSECTED TO	0%			0%			0%			0%	
Lane Group Flow (vph)	4	705	0	51	265	0	0	89	0	0	206	0
Turn Type	Perm			Perm			Perm			Perm	200	
Protected Phases		2			6		1 61111	8			4	
Permitted Phases	2			6			8			4		
Total Split (s)	33,5	33.5	0.0	33.5	33,5	0.0	16,5	16.5	0.0	16.5	16.5	0.0
Act Effct Green (s)	28.1	28.1		28.1	28.1		10.93	12.3	V.V		12.3	v.v
Actuated g/C Ratio	0.61	0.61		0,61	0.61	\$35000000000000000000000000000000000000	800000000000000000000000000000000000000	0.25			0.25	
v/c Ratio	0.01	0.63		0.17	0.24			0.22			0.47	
Uniform Delay, d1	3,8	4,6		4.1	4.2			9.8	F105051500500000		13.8	Enrokalakanan
Delay	4.5	5.7		5.5	5.0			10.0			12.1	
LOS	т.J А	<i>3.1</i> A		J.J A	J.0 A	NEW AND A	88000000000	10.0 B		Helanouseera era era	12.1 B	A 1500 (1500
Approach Delay	<b></b>	5.7			5.1			haran basab basar basar basar			Carla Colonia de Arta da Arteria.	
Approach LOS	000000000000000000000000000000000000000	3.7 A			3.1 A			10.0 B			12.1	28020000000000000000000000000000000000
Queue Length 50th (ft)	80099999999999999999999999999999999999	entrance franchister process		F				nima a minima di manda di mana			В	
	1 3	73		5 40	26			9		Sarayan ayar	30	55500000000000000000000000000000000000
Queue Length 95th (ft) Internal Link Dist (ft)		176		18	56 1240			21			95	
50th Up Block Time (%)		1920	50008888885		1240	9633568888888	North Control of Contr	920			1420	elektrirektes
95th Up Block Time (%)	Simologia Simologia				310000000000	TERRET CO	<b>7</b> 17626763					\$446804W0848191
Turn Bay Length (ft)												
50th Bay Block Time %		\$855058655555 					\$2000000000000000000000000000000000000	ARTORNAMA ARTORNAMA	ingrojeskio godiniskio	elamente en e	Sassas Sassas Sassas	eknedidiriyesi.
95th Bay Block Time %												
Queuing Penalty (veh)												

Intersection Sum	mary	
Area Type:	Other	
Cycle Length: 50		
Actuated Cycle L		
	tuated-Uncoordinated	
Maximum v/c Ra		
Intersection Sign		Intersection LOS: A
Intersection Capa	acity Utilization 64.4%	ICU Level of Service B

Splits and Phases: 3: 228th ST SE - 35th to 45th & 45th Ave SE

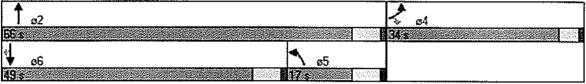
<del>\$</del> ₀2	<b>↓</b> ø4
33.5 s	165.
₩ ø6	≪↑ ₅8
66.5 <b>s</b>	16.5

	•	•	4	<b>†</b>	Ţ	4	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
ane Configurations	<u> </u>	7	J.	<b></b>	<b>↑</b>	7	
Sign Control	Stop			Free	Free		
Grade	-3%			-5%	5%		
/olume (veh/h)	38	66	32	1137	413	358	
Peak Hour Factor	0.82	0.82	0.97	0.97	0.79	0.79	
Hourly flow rate (veh/h)	46	80	33	1172	523	453	
<sup>p</sup> edestrians							
ane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)			and the first state of the same of the same				
Median type	None						
Median storage veh)	riacinam nationam nations in	della con es la cita da cil besculta.	e Secure de la colonia de la c	nggangan nggang na tugan na mga tanggan nggang	Martine Common Commo	Control of the Contro	
Upstream signal (ft)				500		200 A 20	
X, platoon unblocked	0.72		o work a solital wa	CONTRACTOR CONTRACTOR	senarawan Nassawan eranasan s	and the state of t	
C, conflicting volume	1761	523	976				
C1, stage 1 conf vol	As area to contract of the design of the des	verses Avalence com	the Colores	ul Alexandra especia	na ingganarangan ang ang ang ang ang ang ang ang an		
/C2, stage 2 conf vol							
/Cu, unblocked vol	2064	523	976		Contractive accounts from		nemanah
C, single (s)	6.5	6.3	4.1				
C, 2 stage (s)			eranak Vikin	Control of the Section			nimanos
F (s)	3.6	3,4	2.2			and the second s	
00 queue free %	0	85	95	entektoria arkivistari			rembiole
M capacity (veh/h)	39	543	695				
Direction, Lane #	EB1	EB2		NB 2	SB 1	SB 2	
/olume Total	46	80	33	1172	523	453	
/olume Left	46	0	33	0	0		eranan eger
/olume Right	0	80	0	0	0	453	
SH	39	543	695	1700	1700	1700	ereze.
/olume to Capacity	1,17	0.15	0.05	0.69	0.31	0.27	
Queue Length (ft)	115	13	4	0	0	0	Section
Control Delay (s)	358.3 F	12.8 B	10,4 B	0.0	0.0	0.0	
ane LOS	139.0	り (************************************	_				Septem Septem
Approach Delay (s) Approach LOS	139.0 F		0.3		0.0	The second secon	2000) 2000)
ntersection Summary							
Average Delay			7.8				********
ntersection Capacity U	tilization		71.7%	1(	CU Leve	el of Service C	333

	•	7	4	<b>†</b>	<b>↓</b>	4		
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	ሻ	7	ሻ	<b>1</b>	<b></b>	7		***************************************
Ideal Flow (vphpl)	1900	1900	1900	190Ò	1900	1900		
Lane Width (ft)	12	12	12	12	12	12	tronnik ingeste transparten proteste et erretere et altitustet statue appella ingeste et et et en en en en en En en	1.134510
Grade (%)	-3%			5%	-5%			
Storage Length (ft)	0	0	0	D4-D4-55-5-5-5-2-5-2-5-5-5-5-5-5-5-5-5-5-5-5	40.000.000.000.000.000	0		AN WINGS
Storage Lanes	1	1	1			1		
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		smarka.
Leading Detector (ft)	50	50	50	50	50	50		
Trailing Detector (ft)	0	0	0	0	0	0		000000000
Turning Speed (mph)	15	9	15			9		
Satd. Flow (prot)	1696	1518	1676	1764	1820	1547		134 (343333)
Fit Permitted	0.950		0.950					
Satd. Flow (perm)	1696	1518	1676	1764	1820	1547	t to the state of the test of the test of the test of the desirable that all the state of the st	
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		68		100 100 1 10 10 10 10 10 10 10 10 10 10	e anna an indirection fra the state of the s	80		430-000-0
Link Speed (mph)	30			45	45			
Link Distance (ft)	500			2850	500			ADD-015-15
Travel Time (s)	11.4			43.2	7.6			
Volume (vph)	563	67	172	668	458	66		ionite/sexi2i
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)				·				100121001120
Peak Hour Factor	0.96	0.96	0.95	0.95	0.83	0.83		
Growth Factor	100%	100%	100%	100%	100%	100%		AND DESCRIPTION OF THE PERSON
Heavy Vehicles (%)	8%	8%	5%	5%	7%	7%		
Bus Blockages (#/hr)	0	0	0	0	0	0		84400000000
Parking (#/hr)								
Mid-Block Traffic (%)	0%		rara kura muruu (jurusaan sesa	0%	0%	ekanominika (m. 1915-1914).		20/12/20/20
Lane Group Flow (vph)	586	70	181	703	552	80		
Turn Type	***********	Perm	Prot	enne en sje novergrangeregjengerje	- AND THE STREET, STRE	Perm		Den Servi
Protected Phases	4		5	2	6			
Permitted Phases		4	Taran aranga anasa maga	a nasa aman'ny taona mandritry ny taona amin'ny taona	en a commentation and a second	6	er te konstruit en de <del>de men</del> tre <del>de met met en de met de met de met de l</del> e de d La destate de	1.31131133
Total Split (s)	34.0	34.0	17.0	66.0	49.0	49.0		
Act Effct Green (s)	30.3	30.3	12.9	49.9	33.0	33.0		1355500
Actuated g/C Ratio	0.34	0.34	0.15	0.57	0.37	0.37		
v/c Ratio	1.01	0.12	0.74	0.71	0.81	0.13		200000000000000000000000000000000000000
Uniform Delay, d1	29.0	0.5	36.0	13.8	24.8	0.0		
Delay	73.8	7.0	50.2	13.8	24.1	3.5		22/20/20/20
LOS	E	Α	D	В	C	Α		
Approach Delay	66.7	official have the knowledge the	and the second and a second	21.3	21.5	elitekolokiakokoa kolokiakoko karista eta eta eta eta eta eta eta eta eta e		2000000000
Approach LOS	E			C	С			Yalla.
Queue Length 50th (ft)	~335	1	98	260	255	0		SENDARI
Queue Length 95th (ft)	#652	33		380	305	14		
Internal Link Dist (ft)	420	saktion of dealers by sect	ta ta ta ta mananana 19	2770	420	ndeka tibedi ki alaki dekiran tibuk ita ekada ajito da itaka		204045033
50th Up Block Time (%)								Consession of the Consession o
95th Up Block Time (%)		emperativity (35%).		oka (1000000000000000000000000000000000000	196501888441833111			050000
Turn Bay Length (ft)								
50th Bay Block Time %	erenderste britis	antara ANSA		AMERICAN SERVICES	esanana mba			2010000
95th Bay Block Time %				**************************************				
Queuing Penalty (veh)	t ga varatetjare	.n. n. 1400 (1960))	outenate a la companie	weensweenstal A	uprativi NSM)			A08900

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 88.3	The state of the s
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.01	The second secon
Intersection Signal Delay: 35.1	Intersection LOS: D
Intersection Capacity Utilization 81.6%	ICU Level of Service D
<ul> <li>Volume exceeds capacity, queue is theor</li> </ul>	etically infinite.
Queue shown is maximum after two cycle	S.
# 95th percentile volume exceeds capacity,	queue may be longer.
Queue shown is maximum after two cycle	S.

Splits and Phases: 32: SR 522 EB Ramps & SR9



	•	$\rightarrow$	7	•	←	•	4	<b>†</b>	<b>/</b>	<b>&gt;</b>	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	₽.		7	₽.		ኝ	<b>^</b>	7	ሻ	<b>A</b>	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		1%			-1%			1%			-1%	
Storage Length (ft)	0		0	0	is tradicional de la constitución de la constitució	0	0	in Debug bib Hallad	0	0		0
Storage Lanes	1		0	1		0	1		1	1		1
Total Lost Time (s)	4.0	4.0	4,0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	100	250		100	250		100	250	100	100	250	100
Trailing Detector (ft)	0	0	Circum Contract Comment Contract Contra	0	0	Kollanie Dol Delli Nisovi	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1761	*136	0	1778	1737	0	1761	1853	1575	1744	1836	1561
Flt Permitted	0.640			0.331	in to an and		0.378			0.080		
Satd. Flow (perm)	1186	1583	0	620	1737	0	701	1853	1575	147	1836	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd, Flow (RTOR)	and the same of th	136	i a filian a lan da da da da da lan da lan fi	i karantan darah darah darah 1, a	13	er er at de mader (17 dy 170 mgranden)	in I niver I I not in the I not in the section of the sec	i insisintasintusionistainsitasitai	5	ika attoritika asarotoki atti iti 2000	tenten lie de en een en beweent ditse d	82
Link Speed (mph)		32			35			45			45	
Link Distance (ft)	- Vantor plantata de de estante de talente e	2112	nation to the local constitution of the last	onen Kallen Greene (j. 5. s.	1000		e e ti film ti e tilo dili edili edili e etilote e di	1780	mushadalomi (otten) orienia (or	hood band bahan da dha ba dha dha dha	5290	(11) other Benedje) og
Travel Time (s)		45.0			19.5			27.0			80.2	
Volume (vph)	145	4	144	25	10	9	147	990	10	4	470	76
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)		·^-v	er e	orbitalian(dejanzola	fan dandert an Egystetyan gestlyd	\$ 65 × 6 × 6 × 6 × 6 × 7 × 7 × 7 × 7 × 7 × 7		en denne a filmman, tävät at viiki atkest	artimikistar Madataminian Kalini	o beske ferhet meter medenhet ster fisk	la presidente i si si la constanti di si	. Providence de la company
Peak Hour Factor	0.81	0.81	0.81	0.70	0.70	0.70	0.95	0.95	0.95	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%		******	0%	
Lane Group Flow (vph)	179	183	0	36	27	0	155	1042	11	4	522	84
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Total Split (s)	19.6	29.6	0.0	14.6	29.6	0.0	24.6	146.0	146.0	24.6	146.0	146.0
Act Effct Green (s)	34.8	0.0		16.3	12.5		87.7	86.5	86.5	79.2	73.9	73.9
Actuated g/C Ratio	0.26	0.00		0.12	0.09		0.67	0.66	0.66	0.57	0.56	0.56
v/c Ratio	0.43	1.35		0.27	0.16		0.29	0.85	0.01	0.03	0.51	0.09
Uniform Delay, d1	40.3	0.0		39.0	30.9		8.2	21.2	5.1	8.0	17.5	0,3
Delay	49.3	165.9		52.2	43.7		7.2	17.2	5.8	7.8	16.1	2.3
LOS	D	F		D	D		Α	В	Α	Α	В	Α
Approach Delay	Vancanto da Súdebiliaren en ce	108.2	naces and same countries for the		48.6			15.8			14.1	
Approach LOS		F			D			В			В	
Queue Length 50th (ft)	126	~85	esset el siste e traval atrac	23	11	er-Socialis Consecutivas	45	631	2		261	1
Queue Length 95th (ft)	268	#239		61	38		73	1064	9	5	373	21
Internal Link Dist (ft)	u New Control of the State estate (C.	2032	ne skratik tropisk de skeens	) A curu ara simpari provenume	920	CONTROL CONTRO	es su entender onne est not have	1700	omenes accessos accessos es a	والمراجعة	5210	New York Control of the Control
50th Up Block Time (%												
95th Up Block Time (%	) material explosive execution	apesi Sapreško, višenos	rangon, en personan dinaskon elektri	Namaga yang a kindi albumum mila	September 1970 (1974 - 1975)	des de de la modelación	to sursemant and more	والمعادية المساورة والمعادية والمساورة والمساو	(Closenthionersteer	andala estada de estado en	Marie State Association	
Turn Bay Length (ft)												
50th Bay Block Time %		energen skreveren in die die die	era e serva roma de la militar en	nda esencia esencia a			vojanoj de noje da america debene	anele estimiare e frincento	Suded on the second or a	Senatement at a co		
95th Bay Block Time %												
Queuing Penalty (veh)												

Intersection Summa	ıry
Area Type:	Other
Cycle Length: 219.8	
Actuated Cycle Len	gth: 131.5
Control Type: Actua	ted-Uncoordinated
Maximum v/c Ratio	
Intersection Signal I	
Intersection Capaci	
<ul> <li>User Entered Va</li> </ul>	1000000000000000000000000000000000000
	s capacity, queue is theoretically infinite.
<ul> <li>Section 1. Annual Content of the Conte</li></ul>	maximum after two cycles.
	olume exceeds capacity, queue may be longer.
Queue shown is	maximum after two cycles.

Splits and Phases: 6: 228th ST SE - 45 to SR9 & SR9

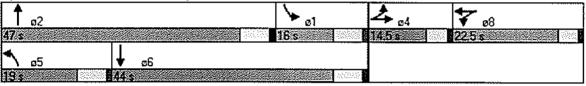
<b>&gt;</b> ø1		<b>√</b> ø 4
24.6 8	146's	1465 2968
<b>◆</b> ø5	¢5	♪ <sub>07</sub> 🐓 <sub>08</sub>
24.6 \$	146.5	1968 286

	۶	-	•	✓	<b>←</b>	•	4	1	~	<b>&gt;</b>	Ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBA
Lane Configurations	ሻ	7			₩		ሻ	4		ሻ	7.	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	300		0	150	a tanàna taona dia mandria dia dia dia dia dia dia dia dia dia d	0
Storage Lanes			0	0		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1770	1798	0	0	1815	0	1770	1842	0	1736	1803	0
FIt Permitted	0.950				0.993		0.950			0.950		
Satd. Flow (perm)	1770	1798	0	0	1815	0	1770	1842	0	1736	1803	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			7			5	mit der seinder seiner der State dem Seiner State der St	kantiloolimineleterasta laasta ole	6	tert i Sedera de Albert Grand
Link Speed (mph)		35			35			45		V	45	
Link Distance (ft)		2929			3076			5290	- Contract of Communication and Page	Militari II/milari Alaiv	1234	Contract and Contract from
Travel Time (s)		57.1			59.9			80.2	700		18.7	
Volume (vph)	95	143	44	36	183	35	148	923	71	19	384	36
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)					20,40-0,00-300000	(Secondo de la companya de la compa	anazaratetaria area este este para	later are the fire a time are and	ta jara ka a a a a a a a a a a a a a a a a a	resittestessionstastiskeinj	Partitional Institute Science III Inc.	000000000000000000000000000000000000000
Peak Hour Factor	0.95	0.95	0.95	0.81	0.81	0.81	0.95	0.95	0.95	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)						Marketon Articles (Articles) Articles (Articles) Articles (Articles)						
Mid-Block Traffic (%)		0%	***************************************		0%	**************************************	interes (film timber) tip majority (and	0%	it National Subject to Area	en e	0%	inelinendetaasta
Lane Group Flow (vph)	100	197	0	0	313	0	156	1047	0	22	482	0
Turn Type	Split	er e		Split	eseccio. La consulta de la consulta	an ann an ann an ann an an an	Prot	te kon kon de kon de diserbe	distriction (Since exist	Prot	itanini di kata sinda na pelebihi k	Mining the State of the
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases	ana ang sering ang ang ang ang	dia satama ( asanta) asa	eneri arebaren heresia ediki		Na marana ang manang manan Na manang ma		Security of the Control of the Contr	-539,555,656,656,655	vija i programa i prog	****************	tali kalendari katan Tabah	GREEN STEAM OF
Total Split (s)	14.5	14.5	0.0	22,5	22,5	0.0	19.0	47.0	0.0	16.0	44.0	0.0
Act Effct Green (s)	10.6	10.6	oresissississis – turifis japango	irinakanga bada selah	18.0	A SANSTAN AN A	13.9	44.7	enteres son de la comunication d	12.0	32.6	SESSIONATAL-TI
Actuated g/C Ratio	0.12	0.12			0.20		0.15	0.49		0.12	0.36	
v/c Ratio	0.49	0.90			0.86	1987 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0.58	1.16	ine for a series of a series of the first	0,11	0.74	
Uniform Delay, d1	39.7	39.2			36.6		37.9	24.9		42.5	24.2	
Delay	40.8	76.2	5 - C - C - C - C - C - C - C - C - C -	errestat mension to the formation of the file	51.9		38.0	97.6	hand beat had elected each	40.3	25.7	
LOS	D	E		****	D		D	F		· D	С	
Approach Delay	anta manaharan tahun asabada at	64.3	er och seine star aven avster	to and a second of the Medical Control	51.9	Same di Sendi Sendere, Sin de de de de de de	240300000000000000000000000000000000000	89.9	oodaaastastastastastastasta	33555655555555555	26.4	
Approach LOS		E			D			F			C	
Queue Length 50th (ft)	55	107	energe en	a tronscribero statistical	170		83	~652	ere en	11	243	0:00:00:00:00:00
Queue Length 95th (ft)	115	#265			#297			#1119		35	341	
Internal Link Dist (ft)	2 De 200 De la Facilité De 2000 D'22	2849	ega artisen de de reneralisação que de	New Action (Colors Action	2996	340304004000000000	. (3. 404 94 4.) Yuly (244 <u>42</u> 2	5210			1154	335537537555 <u>5</u>
50th Up Block Time (%)												
95th Up Block Time (%)		000000000000000000000000000000000000000	enekterisi 200 Kilili	esta ta salah 1999	ercan mangagy				saata da Modaliidii			estat etaller
Turn Bay Length (ft)	150						300			150		
50th Bay Block Time %		andra determination (CC)		natani an Albaki	ertsetetskija jak			29%	verse (000000000000000000000000000000000000		29%	44404000
95th Bay Block Time %		49%						59%			36%	44/9/49
Queuing Penalty (veh)	sa, komente byz bolišti	24	newers insert Self	14 14 4 17 17 14 3 13		And Anna Sanda and Carlo	agaagaad dibibii ii kak	68		reseastables (196	7	1000000000

Future Volumes with Brightwater 05/19/2003 Route 9 Site Concurrency Analysis TMN

Intersection Summ Area Type:	Other	
Cycle Length: 100		
<b>Actuated Cycle Le</b>		
Control Type: Actu	ated-Uncoordinated	
Maximum v/c Rati	o: 1.16	
Intersection Signa	Delay: 67.7	Intersection LOS: E
	city Utilization 105.0%	ICU Level of Service F
~ Volume excee	ds capacity, queue is theor	refically infinite.
Queue shown i	s maximum after two cycle	25.
# 95th percentile	volume exceeds capacity,	, queue may be longer.
	s maximum after two cycle	

Splits and Phases: 25: Maltby Rd & SR9 - N of SR524



Lane Conligurations   The Configurations   The Co		۶	<b>→</b>	•	€	<b>←</b>	•	4	<b>†</b>	/	<b>&gt;</b>	<b>↓</b>	4
Ideal Flow (phph)	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Ideal Flow (typhp)	Lane Configurations	ሻ	4		ሻ	1→			4			€\$	
Grade (%)	Ideal Flow (vphpl)	1900		1900	1900		1900	1900		1900	1900		1900
Storage Length (ft)		12	12	12	12	12	12	12	12	12	12		Common Control Control
Storage Lanes	Grade (%)		0%			0%			0%			0%	
Total Lost Time (s)	Storage Length (ft)	0		0	0	en en ja kin ja	0	0	andress even a source of	0	0	er i de la del eritalia del caracterio del del caracterio del caracterio del caracterio del caracterio del car	0
Eeading Delector (II)	Storage Lanes	1		0	1		0	0		0	0		0
Training Detector (tf)	Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)   15	Leading Detector (ft)	50	50		100	50		50	250		100	250	
Satic Flow (prot)   1736   1783   0   1770   1827   0   0   1791   0   0   1747   0	Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Fit Permitted	Turning Speed (mph)	15		9	15		9	15		9	15		9
Satical Flow (perm)   687   1783   0   821   1827   0   0   1474   0   0   1523   0     Right Turn on Red   Yes   Yes	Satd. Flow (prot)	1736	1783	0	1770	1827	0	0	1791	0	0	1747	0
New Note	Flt Permitted	0.376			0.441				0.805			0.860	
Satd. Flow (RTOR)   31	Satd. Flow (perm)	687	1783	0	821	1827	0	0	1474	0	0	1523	0
Link Speed (mph) 355 355 360 300 300   Link Distance (th) 2000 1320 1000 1500   Travel Time (s) 39.0 25.7 22.7 34.1   Volume (vph) 57 313 59 17 409 61 132 125 36 22 27 28   Confl. Peds. (#/hr)   Confl. Bites (#/hr)   Peak Hour Factor 10.89 0.89 0.89 0.89 0.97 0.97 0.97 0.91 0.91 0.91 0.69 0.69 0.69   Growth Factor 100% 100% 100% 100% 100% 100% 100% 100	Right Turn on Red			Yes			Yes			Yes			Yes
Link Distance (ft)	Satd. Flow (RTOR)		31			24			20		***************************************	41	~······
Travel Time (s)   39.0   25.7   22.7   34.1   20.0   20.	Link Speed (mph)		35			35			30			30	
Volume (vph)   57   313   59   17   409   61   132   125   36   22   27   28	Link Distance (ft)		2000			1320		.,,,	1000			1500	
Confil. Pleds. (#/hr) Confil. Bikes (#/hr) Peak Hour Factor 0.89 0.89 0.89 0.97 0.97 0.97 0.91 0.91 0.91 0.69 0.69 0.69 Growth Factor 100% 100% 100% 100% 100% 100% 100% 100	Travel Time (s)		39.0			25.7			22.7			34.1	
Confl. Bikes (#/hr) Peak Hour Factor 0.89 0.89 0.89 0.97 0.97 0.91 0.91 0.91 0.69 0.69 0.69 Growth Factor 100% 100% 100% 100% 100% 100% 100% 100	Volume (vph)	57	313	59	17	409	61	132	125	36	22	27	28
Peak Hour Factor   0.89   0.89   0.89   0.97   0.97   0.97   0.91   0.91   0.69   0.	Confl. Peds. (#/hr)												
Growth Factor   100%	Confl. Bikes (#/hr)	***************************************				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	erap transcriptorium	6-1			intronsinous averance	and the second of the second o	
Heavy Vehicles (%)	Peak Hour Factor	0.89	0.89	0,89	0.97	0.97	0.97	0.91	0.91	0.91	0.69	0.69	0.69
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Parking (#/hr)         Mid-Block Traffic (%)         0%         0		4%	4%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Mid-Block Traffic (%)         0%         0%         0%         0%         0%           Lane Group Flow (vph)         64         418         0         18         485         0         0         322         0         0         112         0           Turn Type         Perm         Perm         Perm         Perm         Perm         Perm           Protected Phases         2         6         8         4         4           Permitted Phases         2         6         8         4         4           Total Split (s)         22:0         22:0         0.0         18:0         18:0         0.0         18:0         18:0         0.0         0.0           Act Effet Green (s)         15:1         15:1         15:1         15:1         15:1         12:5         12:5           Actuated g/C Ratio         0.42         0.42         0.42         0.42         0.35         0.35         0.35           vc Ratio         0.22         0.54         0.05         0.62         0.61         0.20         0.0         0.0         12:5         12:5         12:5         12:5         12:5         12:5         12:5         12:5         12:5         12:5	Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	Parking (#/hr)												
Perm	Mid-Block Traffic (%)		0%			0%	,,		0%			0%	
Protected Phases   2	Lane Group Flow (vph)	64	418	0	18	485	0	0	322	0	0	112	0
Permitted Phases 2 6 8 4  Total Split (s) 22.0 22.0 0.0 22.0 0.0 18.0 18.0 0.0 18.0 0.0  Act Effct Green (s) 15.1 15.1 15.1 15.1 15.1 12.5 12.5  Actuated g/C Ratio 0.42 0.42 0.42 0.42 0.35 0.35  v/c Ratio 0.22 0.54 0.05 0.62 0.61 0.20  Uniform Delay, d1 6.5 7.0 6.1 7.5 8.8 4.9  Delay 7.4 7.7 6.5 8.3 10.5 6.5  LOS A A A A B B A A A B B A A A B B A A B B A A B B A A B B B A A B B B A B A B B B A B B A B B B B A B		Perm			Perm			Perm			Perm		
Total Split (s)         22.0         22.0         0.0         22.0         22.0         0.0         18.0         18.0         0.0         18.0         18.0         0.0         18.0         18.0         0.0         18.0         18.0         0.0         18.0         18.0         0.0         18.0         18.0         0.0         18.0         18.0         0.0         18.0         18.0         0.0         18.0         18.0         0.0         18.0         18.0         0.0         18.0         18.0         0.0         18.0         1	Protected Phases		2			6			8			4	
Act Effet Green (s) 15.1 15.1 15.1 15.1 15.1 12.5 12.5 Actuated g/C Batio 0.42 0.42 0.42 0.42 0.35 0.35 0.35 v/c Batio 0.22 0.54 0.05 0.62 0.61 0.20 Uniform Delay, d1 6.5 7.0 6.1 7.5 8.8 4.9 Delay 7.4 7.7 6.5 8.3 10.5 6.5 LOS A A A A A B A A A A B A A A A B A A A A B A A A A B A A A A B A A A A B A A A A B A A A A B A A A A B A A A A B A A A A B A A A A B A A A A B A A A A B A A A B A A A A B A A A A B A A A A B A A A A B A A A A B A A A A B B A A A A A B B A A A A A B B A A A A A B B A A A A A B B A A A A B B A A A A B B A A A A B B A A B A A A B B A A B B A A B B A A B B A A B B A A B B A A B B B A A B B B B A B	I a set the set of the										-		
Actuated g/C Ratio 0.42 0.42 0.42 0.42 0.42 0.35 0.35 v/c Ratio 0.22 0.54 0.05 0.62 0.61 0.20 Uniform Delay, d1 6.5 7.0 6.1 7.5 8.8 4.9 Delay 7.4 7.7 6.5 8.3 10.5 6.5 LOS A A A A B B A A B A A B B A A B B A A B B A A B B A A B B A A B B A A B B A A B B A A B B A A B B A A B B A A B B A B A B B A B A B B A B B A B A B B A B B A B B A B B B A B		22.0	22.0	0.0	22.0	22.0	0.0	18,0	18.0	0.0	18.0	18.0	0.0
V/c Ratio     0.22     0.54     0.05     0.62     0.61     0.20       Uniform Delay, d1     6.5     7.0     6.1     7.5     8.8     4.9       Delay     7.4     7.7     6.5     8.3     10.5     6.5       LOS     A     A     A     B     A       Approach Delay     7.7     8.2     10.5     6.5       Approach LOS     A     A     B     A       Queue Length 50th (ft)     8     54     2     67     44     9       Queue Length 95th (ft)     25     108     9     134     #120     23       Internal Link Dist (ft)     1920     1240     920     1420       50th Up Block Time (%)       95th Up Block Time (%)       S5th Bay Block Time %												12.5	11-12-17-17-17-17-17
Uniform Delay, d1       6.5       7.0       6.1       7.5       8.8       4.9         Delay       7.4       7.7       6.5       8.3       10.5       6.5         LOS       A       A       A       B       A         Approach Delay       7.7       8.2       10.5       6.5         Approach LOS       A       A       A       B       A         Queue Length 50th (ft)       8       54       2       67       44       9         Queue Length 95th (ft)       25       108       9       134       #120       23         Internal Link Dist (ft)       1920       1240       920       1420         50th Up Block Time (%)         95th Up Block Time (%)         Turn Bay Length (ft)       50th Bay Block Time %       95th Bay Block Time %	Actuated g/C Ratio	0.42			0.42	0.42			0.35			0.35	
Delay 7.4 7.7 6.5 8.3 10.5 6.5  LOS A A A A B B A  Approach Delay 7.7 8.2 10.5 6.5  Approach LOS A A A B B A  Queue Length 50th (ft) 8 54 2 67 44 9  Queue Length 95th (ft) 25 108 9 134 #120 23  Internal Link Dist (ft) 1920 1240 920 1420  50th Up Block Time (%)  95th Up Block Time (%)  Turn Bay Length (ft)  50th Bay Block Time %  95th Bay Block Time %			atabaset his ship to out the ship		and the second section is a second se	0.62			0.61			0.20	
LOS	2000/00/00/00/00/00/00/00/00/00/00/00/00	6.5	entermenter et et en er			recommenda esperante el com-			8.8			4.9	
Approach Delay 7.7 8.2 10.5 6.5 Approach LOS A A B A B A Queue Length 50th (ft) 8 54 2 67 44 9 Queue Length 95th (ft) 25 108 9 134 #120 23 Internal Link Dist (ft) 1920 1240 920 1420 50th Up Block Time (%) 95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %		7.4	7.7		6.5	8.3						6.5	
Approach LOS A A B A B A Queue Length 50th (ft) 8 54 2 67 44 9 Queue Length 95th (ft) 25 108 9 134 #120 23 Internal Link Dist (ft) 1920 1240 920 1420 50th Up Block Time (%) 95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %	MATERIAL CONTRACTOR MATERIAL CONTRACTOR CONT	Α	>-1-1,155-1515-51175-1-1-1-1-0		Α	Maria de Caractería de Artes e estado en Caractería de Caractería de Caractería de Caractería de Caractería de			В			Α	
Queue Length 50th (ft)     8     54     2     67     44     9       Queue Length 95th (ft)     25     108     9     134     #120     23       Internal Link Dist (ft)     1920     1240     920     1420       50th Up Block Time (%)       95th Up Block Time (%)       Turn Bay Length (ft)       50th Bay Block Time %       95th Bay Block Time %		د و در در و در و در	7.7	man a men of fabrooks a country object.	and the second of the second of the second	Carre Commence Commence							
Queue Length 95th (ft)     25     108     9     134     #120     23       Internal Link Dist (ft)     1920     1240     920     1420       50th Up Block Time (%)     95th Up Block Time (%)       Turn Bay Length (ft)       50th Bay Block Time %       95th Bay Block Time %			A			randa karingan ang atau kalunda			В			Α	
Internal Link Dist (ft) 1920 1240 920 1420  50th Up Block Time (%)  95th Up Block Time (%)  Turn Bay Length (ft)  50th Bay Block Time %  95th Bay Block Time %			en de la comercia del la comercia de la comercia de la comercia del la comercia de la comercia del la comercia de la comercia del la comercia de la comercia de la comercia del la comer										
50th Up Block Time (%) 95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %		25	pality of property and provide and a section of the		9	, and are the territor and a transfer to the territor, we			delikaring dengan 198			23	
95th Up Block Time (%) Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %			1920			1240	h-1		920			1420	
Turn Bay Length (ft) 50th Bay Block Time % 95th Bay Block Time %													
50th Bay Block Time % 95th Bay Block Time %			Jan		a	ete ete um petam							
95th Bay Block Time %													
- 「中心の大きが、これには、一つは、これには、これには、これには、これには、これには、これには、これには、これに		(A.C.)	ali antigorium di Arriconi	Change and a con-	etarentulu exeme · · · · · · · ·	tare Anaes - e - An	**********			eth morte-t	nandan a'		
Ouguing Panalty (voh)	Betraken aufgestellt fin kann it bill geman (1997) and getjand betraken til benefant at det get tot be an agta tot, til an at til selest a to												
Queuing Fenaxy (ven)	Queuing Penalty (veh)												

Area Type: Other	
Cycle Length: 40	
Actuated Cycle Length: 35.7	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 68.7%	ICU Level of Service B
# 95th percentile volume exceeds capacity,	queue may be longer.

Splits and Phases: 3: 228th ST SE - 35th to 45th & 45th Ave SE

<u>\$ 62</u>	<b>↓</b> ≈ 04
22.\$	18.s
₩ <b>9</b> 6	<b>△↑</b> <sub>Ø8</sub>
22 <i>s</i>	8



WASHINGION STATE DEPT OF TRANSPORTATION PAGE: 1 FILE: 01396PH1 Movements by: Primary	From North From East RT THRU LT RT THRU LT	2 0 0 3	0 2 98 80 0 0 0 0 465 0 1 91 81 0 0 0 0 383 0 2 83 88 0 0 0 0 400 0 0 60 105 0 0 0 381 5 0 5 332 354 0 0 0 0 0 1609	0 3 65 97 0 0 0 0 355 0 1 71 84 0 0 0 0 344 0 0 70 67 0 0 0 0 345 0 1 67 62 0 0 0 384 5 0 5 273 310 0 0 0 0 1428	5 0 13 809 838 0 0 0 0 3957	o :	941 22 963 0 0 6 64 91 335 0 728 54 91 0 0 0 0	Entire Intersection	941 22 963 0 98	9 0 335
	ָרָ <b>֡</b>		0000°	0000°	0				~ 0	-
	om Korth THRU	86 174	88 35, 35,	365 310 310	838		963 64 728 0		963 572	30
rimary	RT	102 102 204	85 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	25.75 25.75 27.50 27.50 27.50	809	1; 3:30 UMES	25	etion	, % e	00
						PER100	335	Interse	941	}
venent	# []	~- <sup>m</sup>	ν-νο <sub>ν</sub>	w-0- <sub>0</sub>	13	OR THE Right	33%	ntire	0.2.8 0.2.8	,0
£	TON INC	000	0000	0000		YS1S F	•	ш		
	RI	50 E	7 8 11 18 52 54 55	<u> </u>	136	PERICO ANAL PEAK HR FACTOR	0.88 0.96 0.00 0.00		88.7.8	28
١	£	N4O	84 <u>0</u> 48	587-48	29	PEAK	****		æ	
)	From South T YARU L	55 55 55 55 55 55 55 55 55 55 55 55 55	250 198 198 843	167 165 187 237 756	2094	PE START PEAK HOUR	24 K W W W W W W W W W W W W W W W W W W		3:30 PM	
13.96 13.96	Fr	တ <b>ဝ</b>	0000°	0000°	0	DIRECTION FROM	South West Worth East		South West	East
JCT :		3:30 3:45 HR TOTAL	4:00 PH 4:15 4:30 4:45 HR TOTAL	5:00 PH 5:15 5:30 5:45 8 TOTAL	DAY TOTAL					

8
Ξ
=
ő
ŝ
₹
TRA
5
DEPT
품
STATE
∺
_
₫
뎔
≘
중
XX

Site Code	: 52213963 - cp 522 ER	CAYO		_	NASHINGTON STATE DEPT OF TRANSPORTATION	STATE D	EPT OF	TRAHSP	ORTATIO	z				•	- <b>X</b>	PAGE: 1
JCT #ILEPOST.	SR 9 13.96					£	Movements by:		Primary						DA	FILE: 01370FA DATE: 5/01/00
Time Begin	۳	E	South	<b>⊢</b>	. E	From West T THRU	st L∓		, F	TARU	tt.		F. F.	From East THRU	1	Vehicle Total
3:30 3:45 HR TOTAL	00	5 2 2 2 2 2 2 2	!	85 <sup>55</sup>	45 13 29	٥٥٥	139 134 273		845	3 114 4 95 12 209	°	; ; ; ; ;	00°	ວວີ	°	458 393 851
4:00 PM 4:15 4:30 4:45 HR TOTAL	0000	157 127 127 127 127 127 127 127 127 127 12		25577. 200	`8*Tr-± <sub>R</sub>	00000	129 113 94 82 418		5m 0 0 m	38248	00000		0000	00000	0000	371 316 345 287 1319
5:00 PH 5:15 5:30 5:45 HR TOTAL	0000			28 15 78 78	455±‰		101 95 118 433		พจดหล	92 342 342	0000		°	0000	0000	320 336 331 295 1282
DAY TOTAL		0 1059		194	<u>s</u> 1		0 1124		62	890	0		0	0	0	3452
	DIRECTION		PESTART	PEAK F	PEAK PERIOD ANALYSIS FOR THE PERIOD: PEAK HR	YSIS F	OR THE	PER100	: 3:30 UMES	3:30 PM -	6:00 PM		PERCENT	;		
	South West Worth East	<u>พิพพพ</u>		].	0.93		8.ight 0 27 0	774 90 474 90 368 0	515 00 00	70ta 564 579 395 0		Right 0 11 7	1t Thru Left 84 16 0 89 93 0	16 16 19 0	-	
						ш	ntire	Entire Intersection	ction							
	South West North East	m	3;30 PM	_	5.00 5.00 1.00 1.00	· · · · · · · · · · · · · · · · · · ·	0.27%	0 2892 727	515 0 0	364 377 395 0		0 <u>5</u> 60	శ్వార్ధం	<b>5</b> 800		

Site Code : 52213961 LOCATION : SR 9 - WOOD/SNOHOHISH RD JCT : SR 522 EB RAMPS

PAGE: 1 FILE: 00000AM

MILEPOST : 0.0	00 1-				Hov	ements by:	Primary						DATE: 6/19/02
Time Begin	Fr RT	om Eas THRU	t Lī	Fr RT	om Sou THRU	th ET	Fro Rī	om West THRU	t LT	FI RJ	OR NOF	th LT	Vehicle Total
6:30 6:45 HR TOTAL	0 0 0	0	0 0 0	0 0 0	45 51 96	4 4 8	10 11 21	0 0 0	60 63 123	3 4 7	168 173 341	0 0 0	290 306 596
7:00 AH 7:15 7:30 7:45 HR TOTAL	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0	82 63 67 71 283	8 7 10 8 33	12 11 21 11 55	0 0 0 0 0	57 69 47 56 229	4 5 11 4 24	176 165 187 182 710	0 0 0 0	339 320 343 332 1334
8:00 AH 8:15	0	0	0	0	61 59	9 16	20 12	0	59 53	3 4	149 141	0	301 285
DAY TOTAL	0	0	0	0	499	66	108	0	464	38	1341	0	2516

## PEAK PERIOD ANALYSIS FOR THE PERIOD: 6:30 AM - 8:30 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	Right	Voi Thru	LUHES . Left	Total	Right	ERCEN Thru	
East	12:00 AH	0.00	0	0	0	0	0	0	0
South	7:00 AH	0.88	0	283	33	316	0	90	10
West	7:15 AH	0.92	63	0	231	294	21	0	79
North	7:00 AH	0.93	24	710	0	734	3	97	0
			Entire 1	inters	ection				
East	7:00 AH	0.00	0	0	0	0	0	0	0
South		0.88	0	283	33	316	0	90	10
West		0.89	55	0	229	284	19	0	81
North		0.93	24	710	0	734	3	97	0

Site Code: 52213963 LOCATION: SR 9 - WOOD/SNOHOHISH RD JCT: SR 522 EB RAMPS HILEPOST: 0.00 Movements by: Primary DATE: 6/19/02

PAGE: 1 FILE: 00000PM

Time Begin	Fre RT	om East THRU	i Lī	Fr Rĭ	om Sou THRU	th L1		m Wes THRU	t LT	RT RT	om Nort THRU	th LT	Vehicle Total
3:30	0	0	0	0	138	40	16	0	148	11	99	0	452
3:45	0	0	G	0	152	38	11	0	145	18	133	0	497
HR TOTAL	0	0	0	0	290	78	27	0	293	29	232	0	949
4:00 PM	0	0	0	. 0	134	38	21	0	135	14	104	0	446
4:15	Û	0	0	, 0	144	38	11	0	145	13	111	Ō	462
4:30	Û	0	Ò	٥	140	51	20	0	121	14	96	ō	442
4:45	0	0	0	0	127	47	14	Ō	104	11	93	ō	396
RR TOTAL	0	0	0	C	545	174	66	Ō	505	52	404	Õ	1746
5:00 PM	0	0	0	0	128	41	16	G.	132	7	104	0	428
5:15	0	Đ	0	0	119	29	25	ō	128	12	100	ŏ	413
5:30	Õ	Ð	n	Ō	131	29	9	ō	105	´š	96	ō	375
5:45	ŏ	ō	กั	Õ	125	32	12	ŏ	112	á	98	ŏ	387
HR TOTAL	ŏ	ō	o	Õ	503	131	62	ő	477	32	398	ŏ	1603
DAY TOTAL	0		0		1338	383	155	 0	1275	113	1034		4298

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:30 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	Right		UHES . Left	Total	Right	PERCEN Thru	
East	12:00 AH	0.00	0	0	0	0	0	0	0
South	3:45 PH	0.96	0	570	165	735	0	78	22
West	3:30 PM	0.96	59	0	573	632	9	0	91
North	3:30 PM	0.83	56 Entire 1	447 nterse	0 ection	503	11	89	0
East	3:30 PH	0.00	0	0	0	0	0	0	0
South		0.95	0	568	154	722	0	79	21
West		0.96	59	0	573	632	9	0	91
North		0.83	56	447	0	503	11	89	0

LOCATION : SR 9

JCT : SR 522 WB RAMPS

MILEPOST : 0.09

Movements by: Primary

PAGE: 1 FILE: 00009PM DATE: 2/11/02

Milerosi . o.o.									<i>.</i>				
Time Begin	F RT	rom Eas THRU	t LT	Fr RT	URKT	th LT	Fro RT	on West THRU	t Lĭ	Fr RT	om Nort THRU	th LŦ	Vehicle Total
3:30 3:45 HR TOYAL	0 0	0	0 0 0	0 0 0	260 267 527	11 10 21	18 17 35	0 0 0	3 4 7	122 72 194	114 94 208	0 0	528 464 992
4:00 PH 4:15 4:30 4:45 HR TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	253 267 258 241 1019	6 5 6 11 28	10 21 16 15 62	0 0 0 0	5 4 1 1	77 86 91 72 326	100 84 103 100 387	0 0 0 0	451 467 475 440 1833
5:00 PH 5:15 5:30 5:45 HR TOTAL	0 0 0 0	0 0 0	0 0 0 0	0 0 0 0	196 237 249 241 923	4 8 9 7 28	10 14 16 12 52	0 0 0 0	2 3 1 1 7	74 61 67 63 265	84 90 79 80 333	0 0 0 0	370 413 421 404 1608
DAY TOTAL		) 0	0	0	2469	77	149	G	25	785	928	0	4433

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:30 PM - 6:00 PM

DIRECTION	START	PEAK HR	Right Thru Left Total	PERCENTS
FROM	PEAK HOUR	FACTOR		Right Thru Left
East	12:00 AH	0.00	0 0 0 0 0	0 0 0
South	3:30 PH	0.97	0 1047 32 1079	0 97 3
West	3:30 PH	0.82	66 0 16 82	80 0 20
North	Hq 08:8	0.79	357 392 0 749	48 52 0
	•		Entire Intersection	
East	3;30 PM	0.00	0 0 0 0	0 0 0
South		0.97	0 1047 32 1079	0 97 3
West		0.82	66 0 16 82	80 0 20
North		0.79	357 392 0 749	48 52 0

Site Code : 00090571 LOCATION : SR 9

PAGE: 1 FILE: 00057AH

	JCT : 2: IILEPOST : 0	28TH ST .57	SE 				Hov	ements 1	by: Primary					•	D	ATE: 4/04/02
	Time Begin		Fr T	om West THRU	LT	Fr RT	CON HOR	th LT	F RT		Esst HRU	LT	Fr RT	om Sou THRU	th LT	Vehicle Total
	6:30 6:45 HR TOTAL	4 6 1	3 1 04	1 2 3	6 15 21	18 32 50	294 299 593	3 5 8	0 0 0		0	1 3 4	2 11 13	76 62 138	6 19 25	450 509 959
	7:00 AM 7:15 7:30 7:45 HR TOTAL	5 7 7 5 2	1 4 9 1 55	0 0 2 1	11 11 15 21 58	38 26 33 32 129	283 292 267 269 1111	3 1 3 1 8	. 0 0 0 0	ı	0 0 0 0	0 0 1 2 3	11 3 6 5 25	54 65 70 105 294	13 20 24 18 75	464 492 500 505 1961
	8:00 AH 8:15	4	8 5	1 2	10	26 27	281 247	3 1	. 1		1 0	2 2	4	71 79	30 17	477 435
√.	DAY TOTAL	4	52	9	98	232	2232	20	. 2	<b>-</b>	1	11	46	582	147	3832

PEAK PERIOD ANALYSIS FOR THE PERIOD: 6:30 AM - 8:30 AM

DIRECTION	START	PEAK HR	VOLUMES PERCENTS Right Thru Left Total Right Thru	S
FROM	PEAK HOUR	FACTOR		Left
West	6:45 AH	0.84	265 4 52 321 83 1	16
Horth	6:30 AH	0.96	114 1168 12 1294 9 90	1
East	7:30 AH	0.63	2 1 7 10 20 10	70
South	7:30 AH	0.85	19 325 89 433 4 75	21
•			Entire Intersection	
West	7:15 AH	0.81	252 4 56 312 81 1	18
Worth		0.97	117 1109 8 1234 9 90	1
East		0.44	1 1 5 7 14 14	71
South		0.82	18 311 92 421 4 74	22 -

Site Code : 00090573 LOCATION : SR 9 JC1 : 2281H ST SE

West North East South

PAGE: 1 FILE: 00057PM

VILEPOST	: 0.57	7	Hoveme	ents by: Primary			ATE: 4/04/02
fime Begin	F RT	rom West THRU LT	From Morth RT THRU L	Fro LT RT	m Esst THRU LT	From South RI THRU LI	Vehicle Total
3:30 3:45 HR TOTAL	33 51 84	2 37 3 39 5 76	24 144 28 149 52 293	2 2 0 0 2 2	3 5 1 2 4 7	10 217 29 3 224 29 13 441 58	508 529 1037
4:00 PM 4:15 4:30 4:45 HR TOTAL	34 43 39 38 154	0 35 0 26 3 42 3 39 6 142	19 116 17 140 13 97 25 116 74 469	1 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 7 2 4 9 8 2 5 14 24	4 190 35 3 216 46 2 202 26 1 213 25 10 821 132	443 497 443 467 1850
5:00 PH 5:15 5:30 5:45 HR TOTAL	34 31 29 35 129	4 37 2 32 0 30 1 38 7 137	22 101 21 105 25 110 19 101 87 417	0 0 0 0 0 0 0 1 1 1 2 1	6 5 7 8 3 3 1 4 17 20	1 227 32 0 228 31 1 218 22 0 225 29 2 898 114	469 466 441 455 1831
DAY TOTAL	367	7 18 355	213 1179	7 4		25 2160 304	4718
			K PERIOD ANALYSIS FOR 1	THE PERIOD: 3:30 F		22 200 321	
	DIRECTION FROM	START PEAK HOUR	PEAK HR			PERCENTS	
	West Horth East South	3:45 PH 3:30 PH 4:30 PH 5:00 PH	0.90 E 0.74	67 6 142 88 549 3 0 24 26 2 898 114	315 53 640 14 50 0	0 28	

Entire Intersection

0.81 0.90 0.70 0.95

3:30 PM

Site Code : 00091571 LOCATION : SR 9 UCT : SR 524

PAGE: 1 FILE: 00157AH

MILEPOST : 1.57					Hove	ements by:	Primary						1	DATE: 4/09/02
fime Begin	Fr ጽኘ	om Eas THRU	t LT	Fr RT	om Sou THRU	th LT	Fr Rī	on Wes	t LT		Fr RT	om Nor THRU	th LT	Vehicle Total
6:30 6:45 HR TOTAL	5 7 12	29 23 52	11 24 35	8 13 21	44 45 89	12 9 21	46 49 95	34 35 69	7 10 17		7 18 25	222 197 419	2 1 3	427 431 858
7:00 AM 7:15 7:30 7:45 HR TOTAL	4 8 7 7 26	39 28 34 30 131	32 15 20 20 87	12 4 13 10 39	29 58 46 53 186	2 9 5 6 22	34 33 39 36 142	40 25 32 37 134	11 5 7 2 25	-,	9 14 8 9 40	220 230 213 205 868	3 0 1 3 7	435 429 425 418 1707
8:00 AH 8:15	5 2	29 19	16 14	11 9	37 47	17 11	47 34	25 30	10 10		13 13	202 220	2 4	414 413
DAY TOTAL	45	231	152	80	359	71	318	258	62		91	17,09	16	3392

PEAK PERIOD ANALYSIS FOR THE PERIOD: 6:30 AM - 8:30 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	Right		UMES . Left	Total	: F Right		
East South West Horth	7:00 AH 7:15 AH 6:30 AH 6:30 AH	0.81 0.95 0.88 0.95	26 38 162 48	131 194 134 869	87 37 33 6	244 269 329 923	11 14 49 5	54 72 41 94	36 14 10
			Entire.	Interso	ction			٠	
East South Vest North	6:30 AM	0.75 0.86 0.88 0.95	24 37 162 48	119 176 134 869	82 32 33 6	225 245 329 923	11 15 49 5	53 72 41 94	36 13 10 1

Site Code : 00901573 LOCATION : SR 9 ST : SR 524/HALTBY RD

PAGE: 1 FILE: 00157PH

DATE:	3/18/02

TILEPOST : 1.5					-MUV	ements by:	Primary					υ	AIE: 3/18/02
Time Begin	Fr R1	om Nort THRU	h LT	Fr RT	om Ens THRU	t LT	Fr RT	OM SOU	th LT	Fr RT	om West	t LT	Vehicle Total
3:30 3:45 HR TOTAL	8 9 17	84 83 167	2 7 9	7 - 10 17	44 37 81	15 11 26	13 14 27	205 206 411	32 28 60	13 19 32	21 53 74	16 23 39	460 500 960
4:00 PH 4:15 4:30 4:45 HR TOTAL	7 7 11 8 33	68 66 89 97 320	4 7 4 5 20	9 6 5 9 29	41 43 48 42 174	12 6 7 5 30	17 23 20 14 74	214 205 210 210 839	21 22 34 39 116	10 11 16 10 47	24 38 33 38 133	28 20 17 21 86	455 454 494 498 1901
5:00 PH 5:15 5:30 5:45 HR TOTAL	6 13 6 31	67 84 77 74 302	4 4 4 15	12 2 9 5 28	50 43 50 31 174	14 10 15 7 46	12 20 14 8 54	231 203 177 199 810	34 30 16 28 108	11 6 5 18 40	32 40 33 31 136	22 16 22 24 84	495 463 435 435 1828
BAY TOTAL		 789	44	74	429	102	155	2060	284	119	343	709	4689

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:30 PM - 6:00 PM

DIRECTION FROM	STARI PEAK HOUR	PEAK HR · FACTOR	Right		.UHES . Loft	Total	F Rìght	ERCEN Thru	
North	4:30 PH	0.87	31	337	16	384		88	4
East	4:45 PH	0.86	32	185	44	261	12	71	17
South	4:30 PH	0.95	66	854	137	1057	6	81	13
West	3:45 PH	0.77	56	148	88	292	19	51	30
	•		Entire :	Interse	ection				
North	4:30 PM	0.87	31	337	16	384	8	88	4
East		0.81	28	183	36	247	11	74	15
South	_	0.95	66	854	137	1057	6	81	13
West		0.95	43	143	76	262	16	55	29

Site Code: 00093761 LOCATION: SR 9

PAGE: 1 FILE: 00376AH

ILLEPOST : 3		Hovements by:	•		DATE: 4/10/02
Time	From North	From East	From South	From West	Vehicle

Time		TOM MOT	th LT	Fr Rĭ	on Eas THRU	t LT	Fr RT	om Sout	th LT	Fr RT	om West	t LT	Vehicle Total
Begin	· 21	111110	L)		IDAG	_ L,	, , , , , , , , , , , , , , , , , , ,	1060	LI	R1	INKO	L)	10191
6:45	5	27	10	1	44	2	12	30	13	56	203	19	422
7:00 AH	16	22	7	3	53	6	. 14	20	9	66	192	17	425
7:15	9	45	5	6	59	10	13	38	14	63	192	28	482
7:30	6	27	10	5	52	8	8	37	12	52	190	27	434
7:45	17	29	10	3	51	10	15	31	5	48	171	19	409
HR TOTAL	48	123	35	17	215	34	50	126	40	229	745	91	1750
8:00 AH	16	31	В	4	60	6	16	20	8	29	176.	15	389
8:15	12	21	10	3	61	7	9	19	7	37	181	18	385
		· · · · · · · ·							· <b>· · ·</b> · · · · · · · · · · · · · · ·			• • • • • • •	
DAY TOTAL	81	202	60	25	380	49	87	195	68	351	1305	143	2946

# PEAK PERIOD ANALYSIS FOR THE PERIOD: 6:45 AM - 8:30 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR Factor	Right		.UKES . Loft	Yotal		PERCEN	ITS Left
North	7:15 AH	0.90	48	132	33	213	23	62 ·	15
East	7:15 AH	0.91	18	222	34	274	7	81	12
South	6:45 AH	0.85	47	125	48	220	21	57	22
West	6:45 AH	0.98	237	777	91	1105	21	70	8
			Entire	Interso	ection				
North	6:45 AH	0.80	36	121	32	189	19	64	17
East		0.83	15	208	26	249	6	84	10
South		0.85	47	125	48	220	21	57	22
Vest		0.98	237	777	91	1105	21	70	8

Site Code : 00093763

PAGE: 1 FILE: 00376PM

1CT	:	180TH	51	SĘ
J11 FPOST	•	3.76		

ine	Fe	om Eas	•	·	om Soul	<b>t</b> h	Fc	on West	•	Fr	om Nort	t h	Vehicle
legin	RT	THRU	LT	ลา	THRU	נז	Rī	THRU	LT	81	THRU	LT	Total
3:30	32	43	6	8	198	18	10	33	26	13	125	15	527
3:45	22	31	6	10	215	15	10	27	11	20	113	35	515
R TOTAL	54	74	12	18	413	33	20	60	37	33	238	50	1042
4:00 PH	19	43	10	10	190	19	11	37	24	26	104	26	519
4:15	22	34	11	9	217	17	10	31	22	18	109	17	517
4:30	24	39	8	16	218	26	9	31	24	25	97	17	534
4:45	24	33	7	11	209	18	7	33	28	24	89	22	505
R TOTAL	89	149	36	46	834	80	37	132	98	93	399	82	2075
5:00 PH	24	43	12	. 8	200	25	12	41	25	18	90	15	513
5:15	26	36	7	8	203	11	8	36	25 23	29	90 93	16	496
5:30	26 22	43 36 38	9	- 5	212	23	3	36 32 26	22	19	95 -	24	504
5:45	17	32	7	9	193	21	8	26	<b>1</b> 5	23	92	19	462
R TOTAL	89	149	35	30	808	80	31	135	85	89	370	74	1975

83 94 2055 193 88 327 220 DAY TOTAL 232 372 215 1007 206 5092

#### PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:30 PM - 6:00 PM

DIRECTION FROM	- START PEAK HOUR	PEAK HR FACTOR	Right	PERCENTS Right Thru Left					
********	***********				Left	Yotal		*	*****
East	4:30 PH	0.90	98	151	34	283	35	53	12
South	4:15 PM	0.94	44	844	86	974	Š	87	9
West	4:30 PH	0.89	36	141	100	277	13	51	36
Horth	3:30 PH	0.92	77	451	93	621	12	73	15
			Entire 1	nters	ection				
East	3:45 PH	0.93	87	147	35	269	32	55	13
South		0.93	45	840	77	962		87	8
West		0.86	40	126	81	247	16	51	33
North		0.90	89	423	95	607	15	70	16

# Vehicular Turning Movement

# Peak-Hour

February 11, 2003

# SR 9 & 228th Street SE

Sh 9 & 226th Street SE												
				SOUTHBOUND <u>F</u>					RESULTS: Peak-Hour 4-5 PM			
				Total: PHF; % Truck:	1551							
				Right 70	Thru 430	Left 2			WESTBOU	ND ND		
Total: PHF; % Truck;	473	Left	132			·	3	Right	Total: PHF:	68		
	,	Thru Right	6 130				20 28	Thru Left	% Truck:			
<u>EAS</u>	FBOUND			115 Left	<b>914</b> Thru	<b>9</b> Right				<del></del>		
				Total: PHF; % Truck;	1626							
				NOR	THBOU	UND						

COMBINED RAW DATA 3:30 PM to 5:30 PM on February 18, 2003 Important Note: Peak-Hour Sum is 4:00 PM to 5:00 PM based on intersection count of SR 9 & 228th Street SE performed on February 11, 2003.

Active Excavators	Z	ಕ	OUT	≧			Woody's	Z	ಠ	OUT	<u>z</u>		
Period	SBL	WBR	WBL	NBB	Period	Hour	Period	SBL	WBR	_	NBR	Period	Hour
-	-	ស	-	٧	් හ		-	0	-		-	8	
2	0	-		-	4		2	Ψ	0		-	4	
<b>ო</b>	0	4	c <sub>1</sub>	0	9		ო	***	0		•	4	
4	<b>-</b>	4	က	0	ထ	٠:.	4	0	0		0	-	****
ເນ	0	4	0	0	4		ហ	0	2		7	4	13
မ	0	0	0	0	0	18	Ф	0			8	ιΩ	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
7	0	<b></b>	0	0	-		7	0	N		<del>-</del>	14.50 • <b>**</b>	4
ထ	0	•	0	0	-		æ	0	0		0	0	5
Peak-Hour Sum	-	12	ហ	0	18		Peak-Hour Sum	-	က	ហ	ស	17.7	
Wild West Mustang Ranch	2	IN OUT	Ξ.	Z			Insurance Auto Auctions	Z	OUT	5	≧		
Period	SBL	WBB	WBL	NBH	Period	Hour	Period	SBL	WBR	WBL	NBA	Period	Hour
<b>4~~</b>	0	2	-	-	4		-	0	٥	ო	ო	φ	
2	0	0	-	23	က		2	<b></b>	<b>.</b>	4	7	ထ	
ო	0	0	-	0	-		ო	-~	0	2	ო	်မှ	
4	0	0	0	0	0	<b>∞</b>	4		-	7		ស	
ស	0	0	0	-	-		വ	0	8	-	4	^	56
9	0	<b>~~</b>	<b></b> -	0	c⁄1		9	0	ស	7	73	о О	77)
7	0	8	0	0	2	S	2	0	0	ო	0	ന	
æ	0	0	-	0			ထ	0	0	2	8	4	
Peak-Hour Sum	0	-	7	-	4		Peak-Hour Sum	7	æ	~	9	270	
CT Sales	Z	OUT	±	<u>z</u>			Fitz Auto Parts (Retail&Yard)	Z	ಠ	OUT	Z		
ď	SBL	WBR	WBL	NBR	Period	Hour	Period	SBL	WBR	WBL	NBR	Period	Hour
-	0	0	0	-	<b>-</b>		-	8	S	4	ဆ	19	
2	0	0	0	0	0		2	-	S	4	ស	5	
ო	0	7	<b>-</b>	-	4		ო	0	ო	S	4	12	
\$	0	۲۷	0	0	ત	7	ঘ	-	ო	۲3	^	5	23
ស	0	-	0	0	***	7	រេវា	თ	ო	4	S	চ	55
မှ	0	0	0	0	0	_	9	0	9	မှ	5	23	62
7	0	0	0	0	0	က	2	0	12	Ξ	-	25	74
ထ	0	0	0	0	0	<b>-</b>	ω	-	လ	ιΩ	€;	<u>6</u>	74
Peak-Hour Sum	0	ι'n		-	1		Peak-Hour Sum	4	5	1,	26	(62)	
Peak-Hour Totals	Z	OUT	<u>+</u>	Z									
	SBL	WBR	WBL	NBR									

43

37

44

ထ

#### WASHINGTON STATE DEPT OF TRANSPORTATION

PAGE: 1 FILE: 00009PH

| Site Code : 52213963 | LOCATION : SR 9 | JCT : SR 522 WB RAMPS | HILEPOST : 0.09

Movements by: Primary

DATE: 2/11/02

Time Begin	Fre RT	xm East THRU	: LT	Fr RT	om Sou THRU	th LT	Frc RT	m West	t LT	Fr RT	om Nor	tክ LT	Vehicle Total
3:30 3:45	0	0	0	0	260 267	11 10	18 17	0	3	122 72	114 94	0	528 464
HR TOTAL	. 0	ง	0-	്	527	21	35	ŏ	7	194	208	. 0	992
4:00 PM	0	0	0	0	253	6	10	ð	5	77	100	0	451
4:15	0	D	G	0	267	5	21	0	4	86	84	0	467
4:30	0	0	ß	0	258	6	16	0	t	91	103	0	475
4:45	0	0	e	0	241	11	15	0	1	72	100	0	440
HR TOTAL	0	C	0	0	1019	28	62	0	11	326	387	0	1833
5:00 PH	0	0	0	0	196	4	10	0	2	74	84	ð	370
5:15	0	0	0	0	237	8	14	0	3	61	90 79	0	413
5:30	0	0	0	0	249	9	16	0	1	67	79	٥	421
5:45	Ó	0	0	0	241	7	12	0	1	63	80	0	404
HR TOTAL	ō	C	0	0	923	28	16 12 52	0	. 7	265	333	0	1608
DAY TOTAL	0	0	0	0	2469	77	149	0	25	785	928	0	4433

PEAK PERIOD ANALYSIS FOR THE PERIOD: 3:30 PM - 6:00 PM

DIRECTION	START	PEAK HR		VOL	UHES .		P	ERCEN	TS
FROH	PEAK HOUR	FACTOR	Right	Thru	Left	Total	Right	Thru	Left
East	12:00 AH	0.00	0	0	0	0	0	0	ō
South	3:30 PH	0.97	۰ 0	1047	32	1079	0	97	13
West	3:30 PH	0.82	66	0	16	82	80	0	20
North	3:30 PH	0.79	357	392	G	749	48	52	D
	•		Entire	Interse	ection				
East	3:30 PH	0.00	.0	0	O	С	0	0	0
South		0.97	0	1047	32	1079	0	97	3
West		0.82	66	0	16	82	80	0	20
North		0.79	357	392	0	749	48	52	0

WASHINGTON STATE DEPT OF TRANSPORTATION

'e Code : 52213963
ATION : SR 9 - MOOD/SHOHOHISH RD
( : SR 522 EB RAMPS
ILEPOST : 0.00

PAGE: 1 FILE: 00000PM

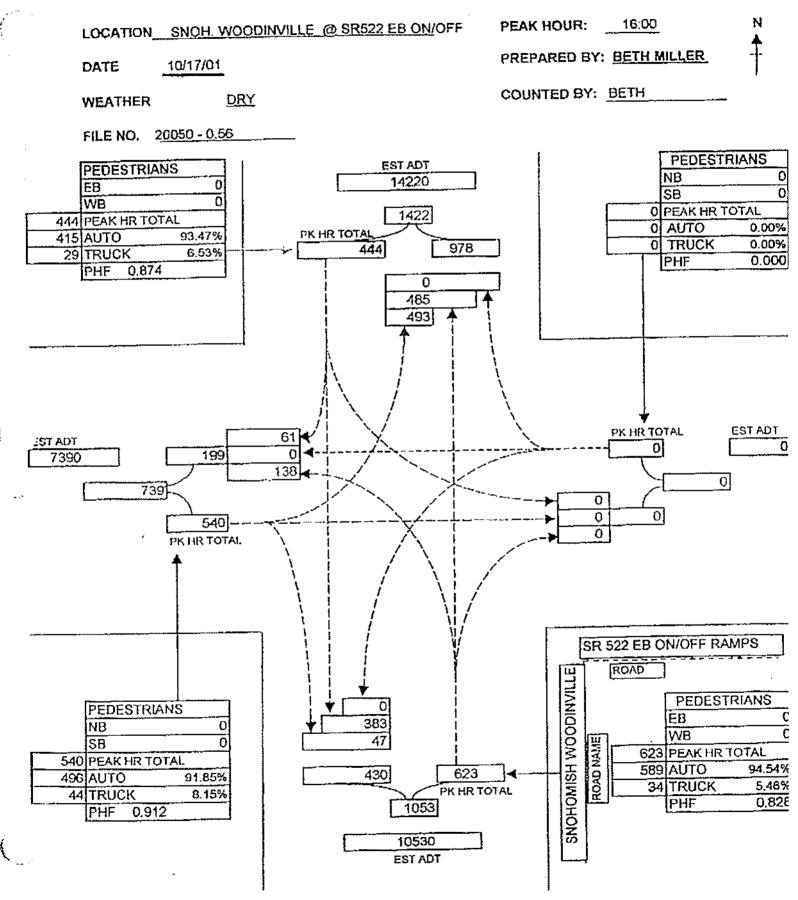
4298

HILEPOST : 0.	.00				Hov	rements by:	Primary						DATE: 6/19/02
Time Begin	Fre RI	OM EAS	t Lï	Fi Rī	USKT	ith Lī	Fr:	OFF Wes		F RI	THRU		Vehicle Total
3:30 3:45 HR TOTAL	0 0 0	0 0 0	0 0 0	0 0 0	138 152 290	40 38 78	16 11 27	0	148 145 293	11 18 29	99 133 232	0 0 0	452 497 949
4:00 PH 4:15 4:30 4:45 HR TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	, 0 0 0 0	134 144 140 127 545	38 38 51 47 174	21 11 20 14 66	0 0 0 0	135 145 121 104 505	14 13 14 11 52	104 111 96 93 404	0 0 0 0	446 462 442 396 1746
5:00 PH 5:15 5:30 5:45 HR TOTAL	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	128 119 131 125 503	41 29 29 32 131	16 25 9 12 62	0 0 0 0	132 128 105 112 477	7 12 5 8 32	104 100 96 98 398	6 0 0 0	428 413 375 387 1603
DAY TOTAL	0	0	0	0	1338	383	155	o	1275	113	1034		4298

PEAK PERICO ANALYSIS FOR THE PERICO: 3:30 PM - 6:00 PM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	Right		LUHES . Left	Total	, p Right	ERCEN'	
East	12:00 AH	0.00	0	0	0	0	0	0	0
South	3:45 PH	0.96	0	570	165	`735	0	78	22
West	3:30 PH	0.96	59	0	573	632	9	0	91
North	3:30 PH	0.83	56	447	0	503	11	89	0
			Entire	Inters	ection				
East	3:30 PH	0.00	0	0	0	0	0	0	0
South		0.95	0	568	154	722	0	79	21
West		0.96	59	0	573	632	9	0	91
North		0.83	56	447	0	503	11	89	0

# VEHICLE VOLUME SUMMARY



COMBINED RAW DATA 3:30 PM to 5:30 PM on February 18, 2003 Important Note: Peak-Hour Sum is 4:00 PM to 5:00 PM based on intersection count of SR 9 & 228th Street SE performed on February 11, 2003.

Active Excavators	Z	OUT	<u> </u>	Z			Woodv's	Z	ō	Ļ	Z		
Period	SBL	WBR	WBL	NBA	Period	Hou	Period	SBL	WBR	WBL	NBH	Period	Hour
-	•	ŧΩ	-	21	თ		-	0	<b></b>	0	-	C3	
2	0	-	7	-	4		8	-	0	2	<b>-</b>	4	
ო	0	ব	7	0	9		ю	-	0	7	<b></b>	ব	
4	-	4	က	0	80		4	0	O	<b></b> -	0	****	Ξ
ഗ	0	4	0	0	ব		ιn	0	C1	0	Ŋ	4	5
9	0	٥	0	0	0		9	0	-	€;	C)	S	14
7	0		0	0	*	13	7	0	Ø	-	•	4	4
æ	0		0	0			ထ	0	0	0	0	0	5
Peak-Hour Sum	-	12	ເດ	0	18		Peak-Hour Sum	-	ო	ഗ	က	14	
Wild West Mustang Ranch	Z	OUT	<u> </u>	롣			Insurance Auto Auctions	Z	ĵŪ	<u> </u>	Z		
Period	SBL	WBR	WBL	NBA RBA	Period	Hour	Period	SBL	WBR	WBL	NBR	Period	Hour
•	0	۲,	•	+~	4		<del></del>	0	0	ო	က	φ	
8	0	0	-	N	ო		2	<b>*</b>	***	4	N	- ∞	
ო	٥	0	-	0	-		ю	****	0	2	ო	9	
4	0	0	0	0	0	∞	4	•	-	2	₩~	ស	25
S	0	0	0	-	-		ທ	0	€3	-	4	7	
ග	0	<b></b>	-	0	8		9	0	2	7	7	on On	
7	0	c,	0	0	7	ഗ	2	0	0	ო	0	ന	
ಹ	0	0	-	0			80	0	0	Ø	8	4	
Peak-Hour Sum	0	-	73	-	4		Peak-Hour Sum	~	œ	7	10	27	
CT Sales	Z	OUT	<u> </u>	Z			Fitz Auto Parts (Retail& Yard)	Z	TUO	<u> </u>	Z		
Period	SBL	WBR	WBL	NBR	Period	Hour	Period	SBL	WBR	WBL	NBA	Period	Hour
	0	0	0	-	-		-	8	2	ব	හ	19	
87	0	0	0	0	0		2	-	2	4	ഗ	5	
ო	0	7	-	-	4	,	ო	0	ო	ഗ	4	12	
4	0	7	0	0	N	7	4	-	ო	7	7	13	29
ហ	0	-	0	0	•	7	ເລ	ო	က	4	ς,	5	
ဖ	0	0	0	0	0	_	ဖ	0	φ	ဖ	5	22	
,	0	0	0	0	0	ო	7	0	12	<del>-</del> -	-	24	
<b>.</b>	0	0	0	0	0	-	ಐ	<b>-</b> -	ιĊ	വ	ď	ნ.	
Peak-Hour Sum	0	ហ	<del></del>	-	7		Peak-Hour Sum	4	13	17	56	. 62	
Peak-Hour Totals		JO 21	<u>-</u> :	≥ 9									
	28 28 €	WBH WB	WBL 37	NBN E3									
		-	5	<b>)</b>									

WASHINGTON STATE DEPT OF TRANSPORTATION

Site Code : 00090571 LOCATION : SR 9 JCT : 228TH ST SE MILEPOST : 0.57

Movements by: Primary

PAGE: 1 FILE: 00057AH

DATE: 4/04/02

								. ,					U	MIL. 4/04/02
Time Begin	Fr RY	om Wes THRU	t LT	RT RT	rom Nor THRU	th LT	,	Fro RT	m East THRU	LŢ	Fr RT	OM SOU THRU	th LT	Vehicle Total
6:30 6:45 HR TOTAL	43 61 104	1 2 3	6 15 21	18 32 50	294 299 593	3 5 8		0	0	1 3 4	2 11 13	76 62 138	6 19 25	450 509 959
7:00 AM 7:15 7:30 7:45 HR TOTAL	51 74 79 51 255	0 0 2 1 3	11 11 15 21 58	38 26 33 32 129	283 292 267 269 1111	3 1 3 1 8		0 0 0	0 0 0 0	0 0 1 2 3	11 3 6 5 25	54 65 70 105 294	13 20 24 18 75	464 492 500 505 1961
8:00 AM 8:15	48 45	1 2	9 10	26 27	281 247	3		1	1	2 .	4	71 79	30 17	477 435
DAY TOTAL	452	9	98	232	2232	20		2	1	11	46	582	147	3832

PEAK PERIOD ANALYSIS FOR THE PERIOD: 6:30 AM - 8:30 AM

DIRECTION FROM	START PEAK HOUR	PEAK HR FACTOR	Right		UNES .	Total	Right	PERCEN Thru	
West North East South	6:45 AH 6:30 AH 7:30 AH 7:30 AH	0.84 0.96 0.63 0.85	265 114 2 19	1168 1 325	52 12 7 89	321 1294 10 433	83 9 20 4	1 90 10 75	16 1 70 21
			Entire	Interse	ection				
West North East South	7:15 AH	0.81 0.97 0.44 0.82	252 117 1 18	4 1109 1 311	56 8 5 92	312 1234 7 421	81 9 14 4	1 90 14 74	18 1 71 22 -

# Snohomish Co Traffic Engineering Service

2930 Wetmore Everett, WA, 98201

Fitle! Fitle2

Title3

: 228 ST SE @ 45 AVE SE

: SARA SCHMITT - IRC

: ADT#697 16:00-18:00 SPRINKLING

Site:

91192@2.04

Date:

11/13/02

Combined

\*Peds not included in table data

Begin		45 N	VE SE (N)	EG)	228	ST SE (E L)	EG)	45 A	VE SE (S L	EG)	228	STSE (WL	EG)
fime	Total	RHT	THRU	LEFT	RHT	THRU	LEFT	RHT	THRU	LEFT	RHT	THRU	LEFT
16:15:00	293	j)	7	1	. 16	93	1	15	25	33	7	73	93
(6:30:00	285	3	3	6	11	100	7	7	26	24	20	67	11
16:45:00	329	10	7	7	- 14	.100	5	10	29	34	14	85	14
17:00:00	302	2	7	4	15	96	4.	4	40	33	14	:-70	13
	1,209	24	24	: 18	56	389	17	36	120	124	55	295	51

		Peak Volu	ne Periods	(Lhour F	les:15 min.)
	Period		Pc	ak Period	Volume
AM	05:00:00	To 10:00:00	NA	To NA	0
Noon	10:00:00	To 15:00:00	NA	To NA	0
PM	15:00:00	To 20:00:00	16:15:00	To 17:15:00	1,209

Data File: 111302Cpm Printed: 11/19/02 Page: 1

## Snohomish Co Traffic Engineering Service

2930 Wetmore Everett, WA, 98201

Title l

: 228 ST SE @ 45 AVE SE

Title2 Title3

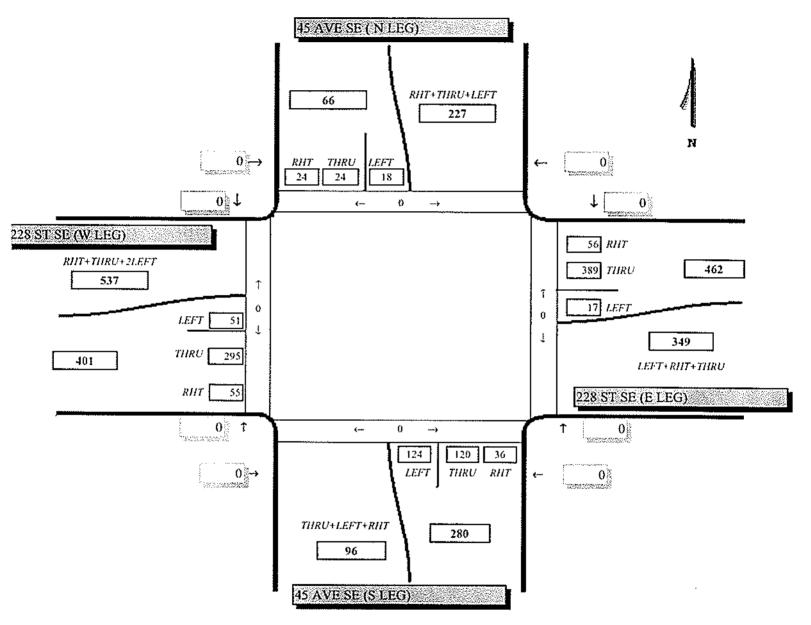
: SARA SCHMITT - IRC

: ADT#697 16:00-18:00 SPRINKLING

Combined

\*Peds not included in table data

Site: 91192@2.04 Date: 11/13/02



Data File: 111302Cpm

Printed: 11/19/02

Page: 2

# Information to Provide Developers Doing Traffic Studies

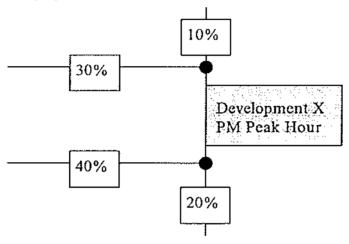
- 1. Required Format for Trip Distributions
- 2. List of Key Intersections for Each TSA
- 3. Road Projects Assumed to be Complete within Six Years.
- 4. For large developments doing future LOS analysis:
  - Document called "Conducting Future LOS Analysis"
  - List of Critical Arterial Units
  - Arterial Unit Categories
  - 132<sup>nd</sup> ST SE Diversion Factors

#### REQUIRED FORMAT FOR TRIP DISTRIBUTIONS

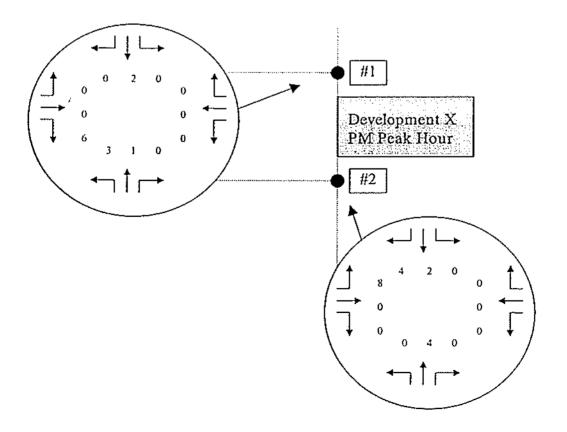
Developers will be required to do both AM and PM peak-hour distributions.

## DPW will require three products for each distribution.

1. Distribution. A schematic map showing the broad distributions of trips in terms of percentages on different roads.



2. Assignment. A schematic map with the impacted key intersections identified by ID# and turning movements for each shown in separate diagrams on the same page or on different pages.



3. Tabular Format. The assignments in prescribed tabular form listing each intersection by intersection ID#, and the number of trips at each movement.

#### Development X. PM Peak Hour Distribution

1	ntersection ID#	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	#1	0	0	6	0	0	0	3	1	0	0	2	0
Γ	#2	8	0	0	0	0	0	0	4	0	0	2	4

For now, the format of trip distributions will not be a completeness issue.

Trips will be distributed onto the road system as it is expected to be in six years.

DPW maintain an updated list of the road improvements that are expected to be completed within six years.

DPW will provide this list to the developers' traffic consultants.

### **Key Intersections**

For each arterial unit, DPW will identify the "key" intersections needed to adequately estimate level of service.

State and City intersections that lie AT the terminus of a county arterial unit WILL be included in the list of key intersections.

State and City intersections that lie NEAR the terminus of a county arterial unit MAY be included in the list of key intersections.

Through interlocal agreements, the County may require developers to provide distributions to other state or city intersections. The purpose of adding these "other" state or city intersections is to enable the state or city to determine level of service on its facilities.

## Rules for how far the distribution is carried.

#### Within the development's TSA:

Within the developments TSA the distribution will be carried out to each key intersection at which the approach or departure volumes on any leg have three (3) or more peak hour trips.

As required through interlocal agreement, the distribution will be carried out to other state or city intersections impacted by ten or more peak hour trips

Trips assigned to a highway of statewide significance (e.g., I-5, I-405, SR-2) do not have to be distributed back onto county roads or city streets...

#### Outside the development's TSA:

Trips assigned to a highway of statewide significance (e.g., I-5, I-405, SR-2) do not have to be distributed further. Trips assigned to other state highways do not have to be distributed back onto county roads or city streets.

The distribution will be carried out to each key intersection at which the approach or departure volumes on any leg have three (3) or more peak hour trips, except that DPW may allow, on a case-by-case basis and at the request of the developer, to raise this threshold to 5% of the development's overall peak hour trips. An exchange of e-mails or other written correspondence between the consultant and DPW prior to submittal will be necessary to gain approval for the use of the 5% threshold which may be appropriate in certain circumstances, particularly for very large developments.

As required through interlocal agreement, the distribution will be carried out to other state or city intersections impacted by ten or more peak hour trips, except that DPW may allow, on a case-by-case basis and at the request of the developer, to raise this threshold to 5% of the development's overall peak hour trips. Note that the WSDOT threshold of ten trips is determined differently than the County threshold of three trips. Unlike the County method explained above, WSDOT adds up all of the trips at all of the individual movements on a given intersection.

			PRINT DATE	3/13/03		1		1
usa.	ENE	DECARDADINAMENTA	ATTENDED TO LEGISLATION	ACCURAGE TO THE PARTY OF	AIRKO GELIC	DIE	North Strub Street Name	WESSWESISTEEINAM
	1		STANWOOD UGB/276			ì		
Ą	101	OLD PACIFIC HWY	ST NW	PIONEER HWY	1	702	PIONEER HWY	OLD PACIFIC HWY
	401	OLD PACIFIC HWY	STANWOOD UGB/276	SOUNTED LAND	,	400	OLD DAGIES LINE	070 071-11
~~~~~	101	OLD PACIFIC DVVI	STANWOOD UGB/276	PIONEER HWY	2	166	OLD PACIFIC HWY	276 ST NW
Α	101	OLD PACIFIC HWY	ST NW	PIONEER HWY	3	441	OLD PACIFIC HWY	300 ST NW
		22.22		SNO/SKAGIT COUNTY	ያ ዓ. ተ		0001.700.101.111	200 31 1444
<b>A</b>	102	PIONEER HIGHWAY	300 ST NW	LINE	1	702	PIONEER HWY	OLD PACIFIC HWY
<b></b>			1	SNO/SKAGIT COUNTY				
4	102	PIONEER HIGHWAY	300 ST NW	LINE	4	701	PIONEER HIGHWAY	300 ST NW
				STANWOOD UGB/.42	İ			1
		200 CT 104	DIONEEDAMA	MI. E. OF PIONEER		704		
<u>م</u> 		300 ST NW PIONEER HIGHWAY	PIONEER HWY	HWY 300 ST NW	4		PIONEER HIGHWAY PIONEER HIGHWAY	300 ST NW
`		PIONEER HIGHWAY	ISTANWOOD C/L	300 ST NW	1		PIONEER HIGHWAY	300 ST NW Logen RD
`	104	TONCERTION	STANWOOD UGB/.42	1		1010	PIONEERTIGEWAY	i cogen no
4	105	300 ST NW	MI. E/o PIONEER HWY	OLD 99 N	6	436	OLD 99 N	300 ST NW
			STANWOOD UGB/.42					
۹.	105	300 ST NW	MI. E/o PIONEER HWY	OLD 99 N	7	1729	80 AV NW	300 ST NW
		, , , , , , , , , , , , , , , , , , ,	STANWOOD UGB/.42					1
١	105	300 ST NW	MI. E/o PIONEER HWY	OLD 99 N		134	76 AV NW	300 ST NW
			STANWOOD UGB/.42					1
١	105	300 ST NW	MI. E/o PIONEER HWY	OLD 99 N	9	_554	68 AV NW	300 ST NW
.	105	TO ALIST KRAI	300 ST NW	SNO CO LINE/332 ST NW			770 4371.047	i con ot the
<b>\</b>	100	76 AVE NW	STANWOOD UGB/0.6 MJ		8	134	76 AV NW	300 ST NW
١	107	68 AVE NW	S/o 300 ST NW	332 ST NW	9.	564	68 AV NW	300 ST NW
·			STANWOOD UGB/0.6 MI			334	100 74 1444	200.21 1444
\	107	68 AVE NW	S/o 300 ST NW	332 ST NW	10	555	68 AVE NW	332 ST NW
				STANWOOD UGB/0.6 MI				
	108	68/70/72 AVE NW	276 ST NW	SO OF 300 ST NW	11	1249	70 AV NW	276 ST NW
i				STANWOOD UGB/0.6 MI				<u> </u>
\	108	68/70/72 AVE NW	276 ST NW	SO OF 300 ST NW		1928	68 AV NW	284 ST NW
į	400		1000 00 1000	STANWOOD UGB/0.6 MI				
	A Total Contract of the	68/70/72 AVE NW 300 ST NE/NW	276 ST NW OLD 99 N	SO OF 300 ST NW			68 AV NW	Jensen RD
		300 ST NE/NW	OLD 99 N	15 AVE NE 15 AVE NE			15 AVE NE OLD 99 N	300 ST NE
		300 ST NE/NW	**************************************	15 AVE NE	16.		Brandstrom Rd	Freebom Rd 300 ST NW
		300 ST NE/NW	OLD 99 N	15 AVE NE			3 AV NE	300 ST NE
	110	28 AVE NW		SR 532	18		28 AVE NW	OLD 99 N
		28 AVE NW	IOLD 99 N	SR 532	19		28 AVE NW	SR 532
		28 AVE NW		SR 532	20,		28 AVE NW	280 ST NW
	110	28 AVE NW/		SR 532	21	955	28 AVE NW	268 ST NW
		OLD 99 N/12 AV NW		300 ST NW			OLD 99 N	300 ST NW
		OLD 99 N/12 AV NW OLD 99 N/12 AV NW		300 ST NW				Freebom Rd
		OLD 99 N/12 AV NW		300 ST NW 300 ST NW	18		28 AVE NW	OLD 99 N
		OLD 99 N/12 AV NW		300 ST NW	22 431		OLD 99 N SUNDAY LAKE RD	SR 532 SR 532
		0.00 00 10 12 117 1177		STANWOOD BRYANT	431		SUNDAT LAKE RU	30K 33Z
. [	112	268 ST NE/15 AV NE	1	RD	14	1615	15 AVE NE	300 ST NE
				STANWOOD BRYANT				STANWOOD BRYANT
	112	268 ST NE/15 AV NE		RD	23			RD
Į		STANWOOD BRYANT	I-5 N-BND ON/OFF					STANWOOD BRYANT
	113			SR 9	23	619	ST NE)	RD
		STANWOOD BRYANT	I-5 N-BND ON/OFF					STANWOOD BRYANT
	113			SR 9	24	2250	I-5 N-8ND ON/OFF RAMPS	
	113	STANWOOD BRYANT	I-5 N-BND ON/OFF	000		40		STANWOOD BRYANT
<del> </del> -		STANWOOD BRYANT	RAMPS 1-5 N-BND ON/OFF	SR 9	25	1250	<u>94 A</u>	RD
1	113		i	SR 9	20	1600	I-5/S-BND ON/OFF RAMP	PIONEER HIGHWAY
L		SUNDAY LK RD		SR 532	384	1256	SUNDAY LK RD	12 AVE NW
		SUNDAY LK RD		SR 532	431	- to ' b	SUNDAY LAKE RD	SR 532
		W SUNDAY LK RD	SR 532	25 AVE NW				SR 532
	115	W SUNDAY LK RD	SR 532	25 AVE NW				W SUNDAY LK RD
}					· · · · · · · · · · · · · · · · · · ·			STANWOOD BRYAN
		GRANDVIEW RD		115 AVE NE		1250	SR 9	RD
٠	116	GRANDVIEW RD	ISR 9	115 AVE NE	27	1618	115 AVE NE	GRANDVIEW RD
. ;	بأمير	2041000000000		1	1			
	1.161(	GRANDVIEW RD	SR 9	115 AVE NE	28!	1620	CEDARVALE LOOP ROAD	IGRANDVIEW RD

			PRINT DATE					
40.7	000	MORE TREAD NOVE WAS			PRIMITAIN	<b>DIE</b>	North South Street Name	E Estivas ISlice IName
ار		PIONEER HIGHWAY E	I-5/S-BND ON/OFF	STANWOOD UGB/ STANWOOD C/L			OLONEED FREE PARKE	DADIL DE LALI
		PIONEER HIGHWATE	I-5/S-BND ON/OFF	STANWOOD UGB/	30	000	PIONEER HIGHWAY E	2121h ST NW
	117	PIONEER HIGHWAY E	RAMP	STANWOOD C/L	31	731	PIONEER HIGHWAY E	LARSON ROAD
. <del></del>	<u> </u>	1	I-5/S-BND ON/OFF	STANWOOD UGB/	<u></u>	1-13	, IONEER HIGHWAY	DINOONTOAD
Α	117	PIONEER HIGHWAY E	RAMP	STANWOOD C/L	32	732	PIONEER HIGHWAY E	NORMAN ROAD
	:		1-5/\$-BND ON/OFF	STANWOOD UGB/		<del> </del>		
Α	117	PIONEER HIGHWAY E	RAMP	STANWOOD C/L	33	747	64TH AV NW	PIONEER HIGHWAY B
			I-5/S-BND ON/OFF	STANWOOD UGB/		]		
Α	117	PIONEER HIGHWAY E	RAMP	STANWOOD C/L	432	<b>:</b>	I-5 SB ON/OFF RAMPS	PIONEER HWY
		LAADING OD	LAKEWOOD RD	STANWOOD UGB/			: NADING DD	14//24/000 00
Δ	110	MARINE DR	LAKEWOOD RD	STANWOOD UGB/	34	54	MARINE DR	LAKEWOOD RD
Α	118	MARINE DR	LAKEWOOD RD	STANWOOD CAL	35	82	MARINE DR	ROAD
Δ	: 110	HIPANINE DIC	BULLIOUSINS	STANWOOD UGB/	!	1	MANUAL DIX	HAPPY HOLLOW
Α	118	MARINE DR	LAKEWOOD RD	STANWOOD C/L	36	634	MARINE DR	ROAD
	:			STANWOOD UGB/	i	ţ		
Α	118	MARINE DR	LAKEWOOD RD	STANWOOD C/L	37	464	MARINE DR	NORMAN ROAD
				STANWOOD UGB/	•	1		
Α	118	MARINE DR	LAKEWOOD RD	STANWOOD C/L	38	1624	MARINE DR	SR 532
	!	NORMAN RD/236 ST						
Α	119	NE/NW	MARINE DR	1-5	32	732	PIONEER HIGHWAY E	NORMAN ROAD
		NORMAN RD/236 ST						1
Α	119	NE/NW	MARINE DR	1-5	37	464	MARINE DR	NORMAN ROAD
	140	NORMAN RD/236 ST NE/NW	MADINE DD	I-5	[ ]	4643	LEIC DUD OCE DAMO	DOC OT MAK
Ω	113	1236 ST/19 AVE/252 ST	MARINE DR	1-3	39	1043	I-5/S-BND OFF RAMP	236 ST NW
Α	120	NE	I-5/N-BND ON RAMP	SR 9	40	1642	1-5/N-BND ON RAMP	236 ST ST NE
<del></del>	12.0	236 ST/19 AVE/252 ST	TOTAL CALL CALL	<u> </u>		1042	1-3/14-DIAD ON TOWN	
Α	120	NE	I-5/N-BND ON RAMP	SR 9	41	1640	SR 9	252 ST NE
		236 ST/19 AVE/252 ST						
Α	120	NE	I-5/N-BND ON RAMP	SR 9	42	512	27TH AV NE	252 ST NE
A	121	JIM CREEK RD	SR 530	LK RILEY RD	43		Wallitner Road	JIM CREEK RD
٩		JIM CREEK RD	SR 530	LK RILEY RD	44		SR 530	JIM CREEK RD
		115 AVE NE	SR 530	228 ST NE	45		115 AVE NE	228 ST NE
	122	115 AVE NE	SR 530	228 ST NE	46	1638	115 AVE NE	SR 530
۸	122	ARL HTSWALLITNER RD	IOBDAN BD	MA COCCA OD	40	200	Marking and Donald	:
Ω		ARL HTS/WALLITNER	JORDAN RD	JIM CREEK RD	43	455	Wallitner Road	JIM CREEK RD
A		RD	JORDAN RD	JIM CREEK RD	45	584	115 AVE NE	228 ST NE
		ARL HTS/WALLITNER	100110701110	Jan Oracortio		307	1107114	ELUGINE
Α		RD	JORDAN RD	JIM CREEK RD	47	408	JORDON RD	ARL HTS RD
		HAPPY						:
A _	124	HOLLOWWALLEY	MARINE DR	PIONEER HWY	31	731	PIONEER HIGHWAY E	LARSON ROAD
		HAPPY						HAPPY HOLLOW
Α		HOLLOWIVALLEY	MARINE DR	PIONEER HWY	36	634	MARINE DR	ROAD
		НАРРҮ						
<u>A.</u>	124	HOLLOWIVALLEY	MARINE DR	PIONEER HWY	48	616	HAPPY VALLEY	220TH ST NW
۸ :	125	FOANK WATERS OF	I AKEMOOD DD	LALOUNG DO				FRANK WATERS
A A		FRANK WATERS RD FRANK WATERS RO	LAKEWOOD RD	MARINE DR MARINE DR	35 49		MARINE DR FRANK WATERS RD	ROAD
	123	40 AVE NW-HAPPY	SR 531 (LAKEWOOD	MAKINE DK	49	00	LLANK MATCHS KD	LAKEWOOD RD
Α	126	VALLEY	(RD)	220 ST NW	48	516	HAPPY VALLEY	220TH ST NW
		40 AVE NW-HAPPY	SR 531 (LAKEWOOD		7.0	0,0		SR 531 (LAKEWOOD
Α	126	VALLEY	RD)	220 ST NW	385	1552	40 AVE NW	RD)
Α	127	3 AVE NE-SILL RD	SR 531 (172 ST NE	PIONEER HWY	30	<del></del>	PIONEER HIGHWAY E	212th ST NW
A		3 AVE NE-SILL RD	SR 531 (172 ST NE	PIONEER HWY	50		3 AVE NE-SILL RD	SR 531 (172 ST NE
A		SMOKEY PT BLVD	188 ST NE	200 ST NE	51		SMOKEY PT BLVD	188 ST NE
Α	128	SMOKEY PT BLVD	188 ST NE	200 ST NE	52	1601	SMOKEY PT BLVD	200 ST NE
	434	MADINE DO		LAKEWOOD RD(188 ST				
A	131	MARINE DR	64 ST NW	NW)	34	84	MARINE DR	LAKEWOOD RD
A	424	MARINE DR	CA OT NOA!	LAKEWOOD RD(188 ST		400		
	131	MEAGINE OK	64 ST NW	NW)	60	123	MARINE DR	64 ST NW
:	474	MARINE DR	64 ST NW	LAKEWOOD RD(188 ST	c 4	1454	MADINE DD	WAVAK BOINT BOAD
A	1.5 11		*	NW)			MARINE DR MARINE DR	KAYAK POINT ROAD
A Q		LAKEWOOD RD	IMARINE DR	ISR 531 - 1	.441	MAI.		
Α	132	LAKEWOOD RD LAKEWOOD RD	MARINE DR MARINE DR	SR 531 SR 531	34 49			- B d
A	132 132 132	LAKEWOOD RD LAKEWOOD RD LAKEWOOD RD LAKEWOOD RD	MARINE DR	SR 531 SR 531	49 62	66	FRANK WATERS RD W LK GOODWIN RD	LAKEWOOD RD LAKEWOOD RD

		PRINT DATE	1			
HSA	UNITED READMAND AND AND AND AND AND AND AND AND AND	THE ROME OF THE REAL PROPERTY.		<b>NDAYAN</b>	ND AST ENDINSONINS INCIDENTAL	EbstWestSileetNam
A	: 133 W LK GOODWIN RD	46 AVE NW	LAKEWOOD RD	62		LAKEWOOD RD
٩	133 W LK GOODWIN RD	46 AVE NW	LAKEWOOD RD	64	534 E LK GOODWIN RD	W LK GOODWIN RD
	E LK GOODWIN/46 AVE					· ·
	134 NW	140 ST NW	WENBERG ST PK ENT	64	534 E LK GOODWIN RD	W LK GOODWIN RD
	E LK GOODWIN/46 AVE		i			:
Α	134 NW	140 ST NW	WENBERG ST PK ENT	65	531 46 AVE NW	140 ST NW
	E LK GOODWIN/46 AVE					
Α	134 NW	140 ST NW	WENBERG ST PK ENT	66	1712 SR 531	Rose Rd
	16 AVE	1				i tuse itu
۸	135 NWWILLOW/MCRAE	140 ST NW	SR 531	67	498 16 AVE NW	140 ST NW
<u>A</u>	16 AVE	140011111			430,10 // 141	14031 1444
	135 NWWILLOW/MCRAE	140 ST NW	SR 531	68	1633 MCRAE RD NW	SR 531
<u> </u>	1 16 AVE	14031 1111	SK 931	- 00	1035 MCRAE RO 1444	131 331
	1 1 .	140 CT 100/	CD E24	en	ED445th AVE NRM	MODAT OD LIN
Α	135 NW/WILLOW/MCRAE	140 ST NW	SR 531	69	501 16th AVE NW	MCRAE RD NW
	23 AVE NE/FORTY-					
<u>A</u>	136 FIVE	140 ST NW	SR 531	70	116 FORTY-FIVE RD	SR 531
	23 AVE NE/FORTY-		!		!	:
A	136 FIVE	140 ST NW	SR 531	71	68 23RD AV NE	140 ST NE
	23 AVE NE/FORTY-	i				!
Α	136 FIVE	140 ST NW	SR 531	72	115!FORTY-FIVE RD	MCRAE RD NE
••••	KAYAK PT RD/140 ST					· · · · · · · · · · · · · · · · · · ·
Ą	137 NW	MARINE DR	46 AVE NW	61	1151 MARINE DR	KAYAK POINT ROAD
	KAYAK PT RD/140 ST					
A	137 NW	MARINE DR	46 AVE NW	65	531 46 AVE NW	140 ST NW
	KAYAK PT RD/140 ST					_1119.91111
Δ	137 NW	MARINE DR	46 AVE NW	74	1211 KAYAK PT RD	140TH ST NW
Δ	138 140 ST NE/NW	46 AVE NW	23 AVE NE	65	531146 AVE NW	140 ST NW
<u> </u>	138 140 ST NE/NW	46 AVE NW	23 AVE NE	67	498 16 AVE NW	140 ST NW
ζ	138 140 ST NE/NW	46 AVE NW			68 23RD AV NE	
		40 AVE NYY	23 AVE NE	71	60 ZURU AV IVE	140 ST NE
	140/STIMPSON/136 ST	an aur air	NADVOWIE OF		60 0000 0000	1
A	139 NE	23 AVE NE	MARYSVILLE C/L	71	68,23RD AV NE	140 ST NE
	140/STIMPSON/136 ST			l		:
<u> </u>	139 NE	23 AVE NE	MARYSVILLE C/L	75	69 34 AV NE	STIMPSON RD
Α	141 152 ST NE	MARYSVILLE C/L	51 AVE NE	76	52 51 AVE NE	152 ST NE
		S. OF 152ND ST NE			\$ 5	i
	142: 51 AVE NE	(MARYSVILLE C/L)	2063.05' S/o SR 531	76	52 51 AVE NE	152 ST NE
		S. OF 152ND STINE			i	i
4	142: 51 AVE NE	(MARYSVILLE C/L)	2063.05' S/o SR 531	77	2058 51 AVE NE	SR 531
٩ :		MARYSVILLE C/L	51 AVE NE	78	71 51 AVE NE	136 ST NE
4	144 SHOULTES/51 AVE NE	MARYSVILLE C/L	136 ST NE	78	71 51 AVE NE	136 ST NE
١	144 SHOULTES/51 AVE NE	MARYSVILLE C/L	136 ST NE	79	1018 SHOULTES	100TH ST NE
4	144 SHOULTES/51 AVE NE	MARYSVILLE C/L	136 ST NE	80	76 51 Ave NE/Shoultes Road	108th St NE
4	144 SHOULTES/51 AVE NE	MARYSVILLE C/L	136 ST NE	81	72 51 AVE NE	132ND ST NE
4	144 SHOULTES/51 AVE NE	MARYSVILLE C/L	136 ST NE	426		108TH ST NE
À	145 108 ST NE	51 AVE NE	67 AVE NE	80	76 51 Ave NE/Shoulles Road	
	145 108 ST NE	51 AVE NE	67 AVE NE	82	77 67 AVE NE	108 ST NE
`	145 108 ST NE	51 AVE NE	67 AVE NE	426	754 51st AV NE	108TH ST NE
	145 108 ST NE	51 AVE NE	67 AVE NE	426	754 51st AV NE	108TH ST NE
	- 10 100 01 112		ARL-MARY UGB/ E/o	420	1040191VA ME	TOUTH STINE
\ i	146 132 ST NE	,	58TH DR NE		79 61 AVE NO	422NIO OT NIC
	140 132 31 NE 147 67 AVE NE	**************************************		81	72 51 AVE NE	132ND ST NE
<del>`</del> i			2020' S/o SR 531	82	77 67 AVE NE	108 ST NE
<u></u>	147 67 AVE NE		2020' S/o SR 531	83	73 67 AVE NE	132 ST NE
			2020' S/o SR 531	84	366 67 AVE NE	1152 ST NE
<b>.</b>	147 67 AVE NE		2020' S/o SR 531	85		SR 531
		MARYSVILLE C/L	67 AVE NE	79	1018 SHOULTES	100TH ST NE
<u> </u>		MARYSVILLE C/L	67 AVE NE	86		100 ST NE
<u> </u>	1	MARYSVILLE C/L	67 AVE NE	87	127;51 ST AV NE	1100 ST NE
!		MARYSVILLE C/L	67 AVE NE	93	51:55TH AV NE	100 ST NE
		MARYSVILLE C/L	67 AVE NE		1663 48 DR NE	100 ST NE
<u> </u>		MARYSVILLE C/L	MARYSVILLE C/L		1824 STATE AV	88 ST NE
			MARYSVILLE C/L	89	778,48TH DR NE	88 ST NE
			MARYSVILLE C/L	90	708 51ST AV NE	88 ST NE
, ,			MARYSVILLE C/L	91	129,55TH AV NE	88 ST NE
v i			MARYSVILLE C/L	92	902 60TH AV NE	188 ST NE
· ·			116 ST NE	94	712 99 AVE NE	132 ST NE
			116 ST NE		1644 SR 9	<del></del>
·						132 ST NE
	TOOLINE OF MEDSS WALL ME		116 ST NE		1208 99 AVE NE	1116TH AV NE
	152 84 ST ME	MACOVEY/01 1 12 12 12 14 14 14 14 14 14 14 14 14 14 14 14 14	600	~ ~ ~ ·	ECTION A	
_	152 84 ST NE 161 MARINE DR	MARYSVILLE C/L 19 AVE NE	SR 9 64 ST NW	98 60	567 SR 9 123 MARINE DR	64 ST NE

			PRINT DATE	3/13/03			
TSAV	ध्या	A ROADWAY E	HATE WEED TO MERCENS	CHARLES TO SERVICE STATE	DUNTYHN	ADDE MODISOUDSITEELNam	ek destweststlebtvame
Ā		MARINE DR	19 AVE NE	64 ST NW	111		MARINE DR
A		MARINE DR	19 AVE NE	64 ST NW	112		MARINE DR
		27 AVE NE	MARINE DR NE	END OF CO RD	113		MARINE DR NE
		27 AVE NE	MARINE DR NE	END OF CO RD		1539 27 AVE NE	88TH ST NE
<u> </u>		MARINE OR NE	1-5	19 AVE NE	111		MARINE DR
Α		MARINE DR NE	1-5	19 AVE NE	113	513 27 AVE NE	MARINE DR NE
Α	163	MARINE DR NE	1-5	19 AVE NE	388	1264 I-5 RAMPS	MARINE DR NE
Α	165	71/67 AVE NE/44 ST NE	SOPER HILL RD	MARYSVILLE C/L	116	556 SUNNYSIDE BLVD	SOPER HILL ROAD
A		71/67 AVE NE/44 ST NE		MARYSVILLE C/L	117		44TH ST NE
Δ		SOPER HILL RD	71 AVE NE	SR 9	116		SOPER HILL ROAD
A		SOPER HILL RD	71 AVE NE	SR 9	118		SOPER HILL RD
A		SOPER HILL RD	71 AVE NE	SR 9	, unure comme	1292 SR 9	SOPER HILL RD
<u>A</u> ;		67 AVENE	MARYSVILLE C/L	108 ST NE	82	77 67 AVE NE	108 ST NE
Ą.		67 AVENE	MARYSVILLE C/L	108 ST NE	86		100 ST NE
Α	239	67 AVENE	MARYSVILLE C/L	108 ST NE	295	1293 67 AVE NE	88 ST NE
Α	240	DETTLING RD	PIONEER HWY (STAN UGB) / 300 ST NW	OLD PACIFIC HWY	3	441 OLD PACIFIC HWY	300 ST NW
A	240	DETTLING RD	PIONEER HWY (STAN UGB) / 300 ST NW	OLD PACIFIC HWY	4	701 PIONEER HIGHWAY	300 ST NW
A 1		152 ST NE	51 AVE NE	67 AVE NE	76	52 51 AVE NE	152 ST NE
A		152 ST NE	51 AVE NE	67 AVE NE	84	366 67 AVE NE	152 ST NE
A i		108 ST NE	67 AVE NE	SR 9	82	77 67 AVE NE	108 ST NE
Ā		108 ST NE	67 AVE NE	SR 9	296		108 ST NE
Α		132 ST NE	ARL-MARY UGB/ E/o 58TH DR NE	67 AVE NE	81		132ND ST NE
i			ARL-MARY UGB/ E/o				:
<u> </u>		132 ST NE	58TH DR NE	67 AVE NE	83	73 67 AVE NE	132 ST NE
<u> </u>		34 AVE NE	116 ST NE	136 ST NE	75	69 34 AV NE	STIMPSON RD
Α	248	34 AVE NE	116 ST NE	136 ST NE	298	74 34 AVE NE	116 ST NE
<u> </u>	249	188 ST NE/47 AV NE	SMOKEY PT BLVD	S. OF 196TH PL NE (ARLINGTON C/L)	51	700 SMOKEY PT BLVD	188 ST NE
	249	188 ST NE/47 AV NE	SMOKEY PT BLVD	S. OF 196TH PL NE (ARLINGTON C/L)	299	537 47 AV NE	CEMETERY RD
_ :	240	188 ST NE/47 AV NE	SMOKEY PT BLVD	S. OF 196TH PL NE (ARLINGTON C/L)	300	521 35 AV NE	188 ST NE
<u></u>			MARYSVILLE C/L	84 ST NE	89	778 48TH DR NE	88 ST NE
<u> </u>			MARYSVILLE C/L	84 ST NE	301		100 ST NE
<u></u>			MARYSVILLE C/L	84 ST NE	302	132 47 DR NE	
· ·					392	I-5 NB RAMPS	84 ST NE
<u> </u>		JORDAN/ARLINGTON	Marysville C/L	I-5 NB on-ramps TSA B/ 0.67 MI N/o 148	392	il-3 IVB ROMPS	88TH STINE
<u> </u>	320		SR 530	ST NE (PVT RD) TSA B/ 0.67 MLN/o 148	47	408 JORDON RD	ARL HTS RD JORDAN/ARLINGTON
a ¦			SR 530	ST NE (PVT RD)	370	410 SR 530	HTS
. 1			ARLINGTON UGB/ 1 MI				· · · · · · · · · · · · · · · · · · ·
A	321	BURN RD	S/o OLD BURN RD ARLINGTON UGB/ 1 MI	JORDAN TRAILS RD	57	1221 BURN RD	IJORDAN TRAILS RO
A	321		S/o OLD BURN RD MT LOOP HWY (USFS)-	JORDAN TRAILS RD	371	1548 STILLIGUAMISH AV	209 ST NE
A !	349		END OF PAVEMENT	DARRINGTON C/L	377	2366 MT LOOP HWY	SR 530
Ā			27TH AV NE	I-5 RAMPS	114	<del></del>	88TH ST NE
A i			27TH AV NE	I-5 RAMPS		2367 I-5 SB Ramps	88 ST NE
A i			200 ST NE	SR 530	52		200 ST NE
A			200 ST NE	SR 530	53		SR 530
;				S/o 152ND ST NE (MARYSVILLE C/L AT			
4	359	51 AVE NE	136TH ST NE	RR XING) S/o 152ND ST NE	76	52 51 AVE NE	152 ST NE
A :	359	51 AVE NE	136TH ST NE	(MARYSVILLE C/L AT RR XING)	78	71 51 AVE NE	136 ST NE
1	<del></del>		1394.41' S/o SR 531	SR 531		2058 51 AVE NE	SR 531
			88th ST NE	108th ST NE	87	127 51 ST AV NE	100 ST NE
<del>`</del>			88th ST NE	108th ST NE	90	708,51ST AV NE	88 ST NE
<u>`</u>		51st AV NE	88th ST NE	108th ST NE	426	754 51st AV NE	108TH ST NE
		,	GRANITE FALLS		[		
	- 1		UGB/.04 MI S/o BERGAN	l		3	ENGEBRETSON

		<del>-</del> -	PRINT DATE					
ŢŞĀ	DNE	RGAD XAME	13.10M	PARTY ENGREY CYCLE IN THE PARTY OF	DESTRUCT	ADJE.	North South Size (Names	HEEDIWESISITEEIName
	i		GRANITE FALLS				·	
	!		UGB/.04 MI S/o BERGAN	,	1	1	!	1
		JORDAN RD	RD	ST NE (PVT RD)			JORDAN RD	CHAPPEL ROAD
		159 AVE NE/BURN RO	100 ST NE	SERVICE RD	56		163 AVE NE	100 ST NE
3	130	159 AVE NE/BURN RD	100 ST NE	SERVICE RD	57		BURN RD	JORDAN TRAILS RD
3		99 AVE NE	84 ST NE	132 ST NE	94		99 AVE NE	132 ST NE
3	151	99 AVE NE	84 ST NE	132 ST NE	96	1208	99 AVE NE	116TH AV NE
3	151	99 AVE NE	84 ST NE	132 ST NE	97	564	99 AVE NE	84 ST NE
3		84 ST NE	SR 9	SR 92	97		99 AVE NE	84 ST NE
3	153	84 ST NE	SR 9	SR 92	98	567	SR 9	84 ST NE
}	153	84 ST NE	SR 9	SR 92	99	1469	SR 92	84 ST NE
3	153	84 ST NE	SR 9	SR 92	100	87	123RD AV NE	84 ST NE
3		84 ST NE	SR 9	SR 92	101	62	163RD AV NE	84 ST NE
3	154	123 AVE NE/44 ST NE	SR 92	84 ST NE	100		123RD AV NE	84 ST NE
3		123 AVE NE/44 ST NE	SR 92	84 ST NE	102		127 DR NE	SR 92
 3		123 AVE NE/44 ST NE	SR 92	84 ST NE	103		123RD AV NE	60 ST NE
·		720777277277		GRANITE FALLS UGB/	· · · · · · · · · · · · · · · · · · ·	1		:
		: :	1	0.3 MI W/o GRANITE	1			ļ
3	155	100 ST NE	159 AVE NE	FALLS CAL	56	577	163 AVE NE	100 ST NE
		100 01 110	100 AVE ILE	GRANITE FALLS UGB/			100 74 - 14 -	100 31 NE
	!			0.3 MI W/o GRANITE				:
,	400	100 CT NE	+FO AVE NE		105	4000	IODDAN DO	100 CT NE
<u>.                                    </u>		100 ST NE	159 AVE NE	FALLS C/L			JORDAN RD	100 ST NE
<u> </u>		163 AVE NE	84 ST NE	100 ST NE	56		163 AVE NE	100 ST NE
<u>.</u>		163 AVE NE	84 ST NE	100 ST NE	101		163RD AV NE	84 ST NE
<u>.</u>	157	MT LOOP HWY	GRANITE FALLS UGB	MONTE CRISTO RD	106	1691	MT LOOP HWY	GUN CLUB ROAD
			i					1
		LK ROESIGER/MENZEL	4 ST NE / TSA B & C	GRANITE FALLS UGB/				
}	158	LAKE RD	BOUNDARY	0.36 MI NW/o WAITE RD	107	1677	E PIONEER ST	S ALDER ROAD
l	159	ROBE MENZEL RD	GRANITE FALLS UGB	SCHERRER RD	108	1592	ROBE MENZEL RO	E PIONEER ST
ļ	159	ROBE MENZEL RD	GRANITE FALLS UGB	SCHERRER RD	109	426	ROBE MENZEL RD	BOSWORTH ROAD
		NEWBERG RD-ROBE						
}	160	MENZEL	OK MILL RD	SCHERRER RD	109	426	ROBE MENZEL RD	BOSWORTH ROAD
		NEWBERG RO-ROBE						
:	: 1	MENZEL	OK MILL RD	SCHERRER RD	110	470	NEWBERG RD	OK MILL RD
		SUNNYSIDE BLVD	SOPER HILL RD	MARYSVILLE C/L	115		SUNNYSIDE BLVD	40TH ST NE
		SUNNYSIDE BLVD	SOPER HILL RD	MARYSVILLE C/L	116		SUNNYSIDE BLVD	SOPER HILL ROAD
		SUNNYSIDE BLVD	SOPER HILL RD	LK STEV UGA	116		SUNNYSIDE BLVD	SOPER HILL ROAD
_		83 AVE NE	SOPER HILL RD	END	118		83 AVE NE	SOPER HILL RD
		LUNDEEN PARK WY	SOFER BILL, RD	CIND	1 10	502	SAVE NE	SOPERMILLRO
		EXT	en o	FLID	400	000	00.0	LINDEEL DADICHE
		LUNDEEN PARK WY	SR 9	END	120	803	SR 9	LUNDEEN PARK WY
	r 1		l					
	169		SR 9	END	380	40 CONTRACTOR	MARKET PL	SR 204
		LUNDEEN PARK WY		:	1		LUNDEEN PARK WY EXT	,
	169,			END	406		(FUTURE)	VERNON RD
				SR 9	119	1292	·	SOPER HILL RD
		SOPER HILL RO	LUNDEEN PARK WY	SR 9	402		LAKE DRIVE	SOPER HILL RD
;		LUNDEEN PARK WY	SR 9	CALLOW RD	120		SR 9	LUNDEEN PARK WY
		LUNDEEN PARK WY	SR 9	CALLOW RD	122	461	VERNON RD	LUNDEEN PARK WY
	172	LUNDEEN PARK WY	SR 9	CALLOW RD	125	576	99TH AV NE	LUNDEEN PARK WY
	. [							LUNDEEN PARK
i	172	LUNDEEN PARK WY	SR 9	CALLOW RD	126	432	CALLOW RD	WY/LAKEVIEW DR
	173	99 AVE NE	SR 92	LUNDEEN PARK WY	125	The Control of the Control	99TH AV NE	LUNDEEN PARK WY
		99 AVE NE	SR 92	LUNDEEN PARK WY	127		99 AVE NE	SR 92
1								LUNDEEN PARK
!						أمما	CALLOW RD	WY/LAKEVIEW DR
	174	CALLOW RD	ILUNDEEN PARK WY I	SR 92	1261	4337		
		CALLOW RD CALLOW RD	LUNDEEN PARK WY	SR 92	126 128			ISR 92
	174	CALLOW RD	LUNDEEN PARK WY	SR 92 SR 92	126 128		CALLOW RD	ISR 92
	174	CALLOW RD LAKE VIEW DR/20 ST	LUNDEEN PARK WY	SR 92	128	1061	CALLOW RD	LUNDEEN PARK
	174 175	CALLOW RD LAKE VIEW DR/20 ST NE	LUNDEEN PARK WY			1061		
	174 175	CALLOW RD LAKE VIEW DR/20 ST NE LAKE VIEW DR/20 ST	LUNDEEN PARK WY LUNDEEN PARK WY	SR 92 LK STEVENS C/L	128 126	1061 432	CALLOW RD CALLOW RD	LUNDEEN PARK WY/LAKEVIEW DR
	174 175 175	CALLOW RD LAKE VIEW DR/20 ST NE LAKE VIEW DR/20 ST NE	LUNDEEN PARK WY LUNDEEN PARK WY LUNDEEN PARK WY	SR 92 LK STEVENS C/L LK STEVENS C/L	128 126 129	1061 432 583	CALLOW RD CALLOW RD CEDAR RD	LUNDEEN PARK WYILAKEVIEW DR LAKE VIEW DR
	174 175 175 176	CALLOW RD LAKE VIEW DR/20 ST NE LAKE VIEW DR/20 ST NE S/N MACHIAS RD	LUNDEEN PARK WY LUNDEEN PARK WY LUNDEEN PARK WY OK MILL RD	SR 92 LK STEVENS C/L LK STEVENS C/L LK STEVENS UGB	128 126 129 130	1061 432 583 60	CALLOW RD CALLOW RD CEDAR RD S MACHIAS RD	LUNDEEN PARK WYILAKEVIEW DR LAKE VIEW DR OK MILL RD
	174 175 175 176	CALLOW RD LAKE VIEW DR/20 ST NE LAKE VIEW DR/20 ST NE S/N MACHIAS RD S/N MACHIAS RD	LUNDEEN PARK WY LUNDEEN PARK WY LUNDEEN PARK WY OK MILL RD OK MILL RD	SR 92  LK STEVENS C/L  LK STEVENS C/L  LK STEVENS UGB  LK STEVENS UGB	128 126 129 130 131	1061 432 583 60 1065	CALLOW RD  CALLOW RD  CEDAR RD S MACHIAS RD N MACHIAS RD	LUNDEEN PARK WYILAKEVIEW DR LAKE VIEW DR OK MILL RD 16TH ST NE
	174 175 175 176	CALLOW RD LAKE VIEW DR/20 ST NE LAKE VIEW DR/20 ST NE S/N MACHIAS RD	LUNDEEN PARK WY LUNDEEN PARK WY LUNDEEN PARK WY OK MILL RD OK MILL RD	SR 92 LK STEVENS C/L LK STEVENS C/L LK STEVENS UGB	128 126 129 130	1061 432 583 60 1065	CALLOW RD CALLOW RD CEDAR RD S MACHIAS RD	LUNDEEN PARK WYILAKEVIEW DR LAKE VIEW DR OK MILL RD
	174 175 175 176 176 177	CALLOW RD LAKE VIEW DR/20 ST NE LAKE VIEW DR/20 ST NE S/N MACHIAS RD S/N MACHIAS RD S/E LK STEVENS RD	LUNDEEN PARK WY LUNDEEN PARK WY LUNDEEN PARK WY OK MILL RD OK MILL RD MACHIAS CUTOFF	SR 92  LK STEVENS C/L  LK STEVENS C/L  LK STEVENS UGB  LK STEVENS UGB  LK STEVENS C/L	128 126 129 130 131	1061 432 583 60 1065 59	CALLOW RD  CALLOW RD  CEDAR RD S MACHIAS RD N MACHIAS RD E LK STEVENS RD	LUNDEEN PARK WYILAKEVIEW DR  LAKE VIEW DR  OK MILL RD  16TH ST NE  MACHIAS CUTOFF
	174 175 176 176 177 177	CALLOW RD LAKE VIEW DR/20 ST NE LAKE VIEW DR/20 ST NE S/N MACHIAS RD S/N MACHIAS RD S/E LK STEVENS RD	LUNDEEN PARK WY LUNDEEN PARK WY LUNDEEN PARK WY OK MILL RD OK MILL RD MACHIAS CUTOFF MACHIAS CUTOFF	SR 92  LK STEVENS C/L  LK STEVENS C/L  LK STEVENS UGB  LK STEVENS UGB  LK STEVENS C/L  LK STEVENS C/L	128 126 129 130 131	1061 432 583 60 1065 59 1589	CALLOW RD  CALLOW RD  CEDAR RD S MACHIAS RD N MACHIAS RD E LK STEVENS RD S LK STEVENS RD	LUNDEEN PARK WYRAKEVIEW DR  LAKE VIEW DR  OK MILL RD  16TH ST NE MACHIAS CUTOFF  PURPLE PENNANT RD
	174 175 176 176 177 177 177	CALLOW RD LAKE VIEW DR/20 ST NE LAKE VIEW DR/20 ST NE S/N MACHIAS RD S/N MACHIAS RD S/E LK STEVENS RD S/E LK STEVENS RD S/N DAVIES RD	LUNDEEN PARK WY LUNDEEN PARK WY LUNDEEN PARK WY OK MILL RD OK MILL RD MACHIAS CUTOFF MACHIAS CUTOFF S LK STEVENS RD	SR 92  LK STEVENS C/L  LK STEVENS C/L  LK STEVENS UGB  LK STEVENS UGB  LK STEVENS C/L  LK STEVENS C/L  VERNON RO	128 126 129 130 131 133	1061 432 583 60 1065 59 1589	CALLOW RD CALLOW RD CEDAR RD S MACHIAS RD N MACHIAS RD E LK STEVENS RD	LUNDEEN PARK WYILAKEVIEW DR  LAKE VIEW DR  OK MILL RD  16TH ST NE  MACHIAS CUTOFF
	174 175 176 176 177 177 178 178	CALLOW RD LAKE VIEW DR/20 ST NE LAKE VIEW DR/20 ST NE S/N MACHIAS RD S/N MACHIAS RD S/E LK STEVENS RD S/E LK STEVENS RD S/N DAVIES RD S/N DAVIES RD	LUNDEEN PARK WY LUNDEEN PARK WY LUNDEEN PARK WY OK MILL RD OK MILL RD MACHIAS CUTOFF MACHIAS CUTOFF S LK STEVENS RD	SR 92  LK STEVENS C/L  LK STEVENS C/L  LK STEVENS UGB  LK STEVENS UGB  LK STEVENS C/L  LK STEVENS C/L	128 126 129 130 131 133	1061 432 583 60 1065 59 1589 58	CALLOW RD  CALLOW RD  CEDAR RD S MACHIAS RD N MACHIAS RD E LK STEVENS RD S LK STEVENS RD	LUNDEEN PARK WYLAKEVIEW DR  LAKE VIEW DR  OK MILL RD  16TH ST NE  MACHIAS CUTOFF  PURPLE PENNANT RD

SEPTION   SEPT		Ţ		PRINT DATE	3/13/03	1	i	:	
S. LK STEVMACHAS   20 ST SE	100	AL PARTY	THE FEWARD WARMEN			i diskaran	ATOTHE		MERRIWASISIMANARISI
SLK STEWNACHIAS   20 ST SE		i	S LK STEV/MACHIAS			ļ			- 19C-05(34 05COT(CCCC301110)
175 CUT-OFF RD   20 ST SE	'B	179	- £	20 ST SE	LK STEVENS UGB	133	59	E LK STEVENS RD	MACHIAS CUTOFF
B   179 CUT-OFF RD   20 ST SE		179	CUT-OFF RD	20 ST SE	LK STEVENS UGB	136	439	S DAVIES RD	S LK STEVENS RD
B   197   CUT-OFF RD   20 ST SE	В	179	CUT-OFF RD	20 ST SE	LK STEVENS UGB	138	57	S LK STEV RD	20 ST SE
B   180/MACHIAS CUT-OFF   K STEVENS UGB   OK MILL RD   139   157   123RD AV SE   MACHIAS CUT-OFF   MACHIAS RD   OK MILL RD   MACHIAS RD   OUBUQUE RD   MACHIAS RD   OK MILL RD   OK MILL RD   OK MILL RD   MACHIAS RD   OUBUQUE RD   MACHIAS RD   OK MILL RD   OK MILL RD   OUBUQUE RD   MACHIAS RD   M	В	179	CUT-OFF RD	20 ST SE	LK STEVENS UGB	139	1571	123RD AV SE	MACHIAS CUTOFF
B   180 MACHIAS CUT-OFF IX STEVENS UGB	В	: 180		LK STEVENS UGB	OK MILL RD	130	60	S MACHIAS RD	OK MILL RD
MACHIAS CUT-OFFS   18	В	180		LK STEVENS UGB	OK MILL RD	139	1571	123RD AV SE	MACHIAS CUTOFF
B	В	180	!	LK STEVENS UGB	OK MILL RD	140	462	WILLIAMS RD	MACHIAS CUT-OFF
B   181   OK MILL/CRESWELL RD   S MACHIAS RD   DUBUQUE RD   130   60 S MACHIAS RD   OK MILL RD	В	180		LK STEVENS UGB	OK MILL RD	141	463	S MACHIAS RD	MACHIAS CUT-OFF
B	В	18:	OK MILL/CRESWELL RD	S MACHIAS RD	DUBUQUE RD	110	470	NEWBERG RD	
B   181 OK MILL/CRESWELL RO, SMACHIAS RD   DUBUQUE RD   142 433 CARLSON RD   OK MILL RD	8	181	OK MILL/CRESWELL RD	S MACHIAS RD	DUBUQUE RD				
B	_					,			·
B		•	:						OK MILL RD
CARLSON RD/171 AVE	B	,	:		DUBUQUE RD	143	434	CRESWELL RD	OK MILL RD
B	В	181	OK MILL/CRESWELL RD	S MACHIAS RD	DUBUQUE RD	144	721	CRESWELL RD	DUBUQUE RD
B	В	182		OK MILL RD	· .	142	433	CARLSON RD	OK MILL RD
182   SE	В	182		OK MILL RD	,	145	114	171 AVE SE	DUBUQUE RD
B	l 	182		OK MILL RD		146	606	171 AVE SE	THREE LAKES RD
B	В	183	20 ST SEWILLIAMS RD	S LK STEVENS RD		138	57	S LK STEV RD	20 ST SE
B	В	183	20 ST SEWILLIAMS RD	S LK STEVENS RD	MI NW/o 124 AVE SE	140	462	WILLIAMS RD	MACHIAS CUT-OFF
B	<u>B</u>	184	S LK STEVEŃS RD	87 AVE SE	MI NE/o 91 AVE SE	147	477	SR 9	S LK STEVENS RD
B	В	184	S LK STEVENS RD	** **** *** * **** * **** * * * * * *	MI NE/o 91 AVE SE	148	569	87 AVE SE	S LK STEVENS RD
B	В	184			:	421	1066	91 AV SE	S Lk Stevens Rd
B	В		STEVENS RD	LK STEVENS UGB	87 AVE SE	148	569	87 AVE SE	S LK STEVENS RD
187   S MACHIAS RD   SR 2   MACHIAS CUTOFF   141   463   S MACHIAS RD   MACHIAS CUT-OFF   B   187   S MACHIAS RD   SR 2   MACHIAS CUTOFF   150   121   S MACHIAS RD   RITCHIE RD   RITCHI	В			LK STEVENS UGR	87 AVE SE	140	รกล	CAVALERO RD	20TH ST SE
B	8	187	S MACHIAS RD						
B						150	121	S MACHIAS RD	
B	-								
B   188 DUBUQUE RD   S MACHIAS RD   STORM LK RD   152   597 139TH AV SE   DUBUQUE RD									
188 DUBUQUE RD   S MACHIAS RD   STORM LK RD   153 41 STORM LAKE RD   DUBUQUE RD			· · · · · · · · · · · · · · · · · · ·						
B									
B 191 139 AVE SE THREE LAKES RD DUBUQUE RD 158 598 139 AVE SE THREE LAKES RD  123 AVE SE (E  8 192 THREE LAKES RD 1/2/SNOHOMISH C/L 171 AVE SE 146 606 171 AVE SE THREE LAKES RD  123 AVE SE (E  192 THREE LAKES RD 1/2/SNOHOMISH C/L 171 AVE SE 158 598 139 AVE SE THREE LAKES RD  123 AVE SE (E  192 THREE LAKES RD 1/2/SNOHOMISH C/L 171 AVE SE 159 589 131ST AV SE THREE LAKES RD  192 THREE LAKES RD 1/2/SNOHOMISH C/L 171 AVE SE 159 589 131ST AV SE THREE LAKES RD  192 THREE LAKES RD 1/2/SNOHOMISH C/L 171 AVE SE 160 112 S MACHIAS RD THREE LAKES RD			· · · · · · · · · · · · · · · · · · ·						DUBUQUE RD
B   192 THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   146   606 171 AVE SE   THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   158   598 139 AVE SE   THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   158   598 139 AVE SE   THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   159   589 131ST AV SE   THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2 NOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2 NOHOMISH C/L   1/2	***************************************			···					
B   192 THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   146   606 171 AVE SE   THREE LAKES RD   123 AVE SE (E   1/2/SNOHOMISH C/L   171 AVE SE   158   598 139 AVE SE   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   159   589 131ST AV SE   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   159   589 131ST AV SE   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   THREE LAKES RD   1/2/SNOHOMISH C/L   171 AVE SE   160   112 S MACHIAS RD   1/2/SNOHOMISH C/L   1	3	131			DUBUQUE RD	158	598	139 AVE SE	THREE LAKES RO
192 THREE LAKES RD			THREE LAKES RD	1/2)/SNOHOMISH C/L	171 AVE SE	146	606	171 AVE SE	THREE LAKES RD
192 THREE LAKES RD	B	192	THREE LAKES RD	1/2)/SNOHOMISH C/L	171 AVE SE	158	598	139 AVE SE	THREE LAKES RD
192 THREE LAKES RD 1/2/SNOHOMISH C/L 171 AVE SE 160 112 S MACHIAS RD THREE LAKES RD	<sup>l</sup> 4 _	192	THREE LAKES RD	1/2)/SNOHOMISH C/L	171 AVE SE	159	589	131ST AV SE	THREE LAKES RD
	تن		THREE LAKES RD	1/2/SNOHOMISH C/L					

		PRINT DATE	f			1
BSA	UNIT - ROADNAME	FEMALE FROM MANAGEMENT	ASSESSMENT OF THE SER	UNITYIN	VEVIET NOTES SOLDS LEGINATIO	AN HEAST WESTSTING INSTITUTE
3	238 20 ST SE	SR 204	SR 9	289		20 ST SE
3	238, 20 ST SE	SR 204	SR 9	290		20 ST SE
	238 20 ST SE	SR 204	SR 9	291		20 ST SE
	238 20 ST SE	SR 204	SR 9	292		20 ST SE
3	238 20 ST SE	SR 204	SR 9	294	369 SR 9	20 ST SE
3	244 SUNNYSIDE BLVD	SR 204	LK STEVENS UGB/ .75 MI N/o VERNON RD	116	556 SUNNYSIDE BLVD	SOPER HILL ROAD
	244,30MMTOIDE BEVD	10X 204	LK STEVENS UGB/ .75	110	330 301111 3102 0040	SOFER HILL ROAD
3	244 SUNNYSIDE BLVD	SR 204	MI N/o VERNON RD	297	1804 SR 204	SUNNYSIDE BLVD
		LK STEVENS UGB/ .21				
	245 S LK STEVENS RD	MI NE/o 91 AVE SE LK STEVENS UGB/ .21	20 ST SE	138	57 S LK STEV RD	20 ST SE
3	245 S LK STEVENS RD	MI NE/o 91 AVE SE	20 ST SE	147	477 SR 9	S LK STEVENS RD
		LK STEVENS UGB/ .21				
. ;	245 S LK STEVENS RD	MI NE/o 91 AVE SE	20 ST SE	396	360 103rd Avenue SE	S. Lake Stevens Road
		LK STEVENS UGB/ .21	1			·
	245 S LK STEVENS RD	MI NE/o 91 AVE SE	20 ST SE	424	2287 99 AV SE	S LK STEVENS RD
ļ	256 BUNK FOSS RD	SR 9	S MACHIAS RD	150	121 S MACHIAS RD	RITCHIE RO
	256 BUNK FOSS RD	SR 9	S MACHIAS RD	311	1201 SR 9	BUNK FOSS RD
	256 BUNK FOSS RD	SR 9	S MACHIAS RD	312	1095 103 AV SE	BUNK FOSS RD
			LK STEVENS UGB/ 12	· · · · · · · · · · · · · · · · · · ·		tree can an extended the control of
1	308 N MACHIAS RD	SR 92	STSE	131	1065 N MACHIAS RD	16TH ST NE
			LK STEVENS UGB/ 12			
	308 N MACHIAS RD	SR 92	ST SE	132	1320 N MACHIAS RD	SR 92
		LK STEVENS UGB/ 315	l i		<u> </u>	:
,	309 WILLIAMS RD	FT NW/o 124 AVE SE	MACHIAS CUTOFF	140	462 WILLIAMS RD	MACHIAS CUT-OFF
	313 4 ST NE	92 AVE NE	99 AVE NE	363	1652 99 AVE NE	4 ST NE
	313 4 ST NE	92 AVE NE	99 AVE NE	366	1902 92 AVE NE	SR 204
i	313, 4 ST NE	92 AVE NE	99 AVE NE	434	SR 9	SR 204
	314 99 AVE SE/NE	20 ST SE	4 ST NE	363		4 ST NE
	314 99 AVE SE/NE	20 ST SE	4 ST NE	364	506 99 AVE SE	20 ST SE
-	1	1	;		•	MARKET PLACE/
	314 99 AVE SE/NE	20 ST SE	4 ST NE	365	575 99 AVE SE/NE	CHAPEL HILL RD
į	314 99 AVE SE/NE	20 ST SE	4 ST NE	424		IS LK STEVENS RD
	316 20 ST SE	SR 9	S LK STEVENS RD	138	57 S LK STEV RD	20 ST SE
	316: 20 ST SE	SR 9	S LK STEVENS RD	294	369 SR 9	20 ST SE
	316: 20 ST SE	SR 9	S LK STEVENS RD	364	506 99 AVE SE	20 ST SE
	317 91 AVE SE	20 ST SE	SR 204	292	95 91 AV SE	20 ST SE
	317 91 AVE SE	20 ST SE	SR 204	367	880 91 AVE SE	MARKET PLACE
	317 91 AVE SE 317 91 AVE SE	20 ST SE	SR 204	368	400 91 AVE SE	SR 204
<del></del>		20 ST SE	SR 204	419	510 91st Ave SE	8th St SE
	319 MARKET PL /	SR 9	N LK DAVIES RD	137	149 N DAVIES RD	CHAPEL HILL RD
ļ	340 MADINET DI	len o	NIIK BANGCO DD	200	575 00 N E 05 N E	:MARKET PLACE/
	319 MARKET PL		N LK DAVIES RD	365		CHAPEL HILL RD
	319 MARKET PL	SR 9	N LK DAVIES RD	369	989 SR 9	MARKET PL
į	DUBUQUE RD/LK	CTODIAL 14/5 CO	4 ST NE/ TSA B AND C		704 0050454 00	BUBLIOUE SS
i	323 ROESIGER RD	STORM LAKE RD	BOUNDARIES	144	721 CRESWELL RD	DUBUQUE RD
	DUBUQUE RD/LK	CTCC111 1//5 CC	4 ST NE/ TSA B AND C	4-5	4 070044 445 00	0.10.10.10.00
	323 ROESIGER RD	STORM LAKE RD	BOUNDARIES	153	41 STORM LAKE RD	DUBUQUE RD
1	DUBUQUE RO/LK	CTOD111 4V5 BB	4 ST NE/ TSA B AND C	0.70	445	
	323 ROESIGER RD	STORM LAKE RD	BOUNDARIES	372		WOODS CREEK RD
	325 SOPER HILL RD	71 AVE NE	SR 9	116		SOPER HILL ROAD
	325 SOPER HILL RD 325 SOPER HILL RD	71 AVE NE	SR 9	118		SOPER HILL RD
	328 STORM LK RD	71 AVE NE	SR 9		1292 SR 9	SOPER HILL RD
	328 STORM LK RD	MERO RD MERO RD	DUBUQUE RD	153	41 STORM LAKE RD	DUBUQUE RD
+	320,310KW EK KD	MERO RU	DUBUQUE RD	157	467 STORM LAKE RD	MERO RD
- ;	342 VERNON RD	LUNDEEN PARKWAY	LAKE STEVENS OF	100	422 CALLOW DD	LUNDEEN PARK
	343 MENZEL LK RD	GRANITE FALLS UGB	GRANITE FALLS C/L	126		WY/LAKEVIEW DR
:	SAS INCIACEL EN RU	CIVATILE PALLS UGB		107	1677 E PIONEER ST	S ALDER ROAD
:	344 100 57 85	CRANITE SALLS OF	300 MI, W OF GRANITE	405	********	100 CT NC
	344 100 ST NE 346 ROBE MENZEL RD	GRANITE FALLS C/L	FALLS C/L		1693 JORDAN RD	100 ST NE
			BRIDGE #204	108	·	E PIONEER ST
	358 MARKET PL	SR 204	SR 9	367	880 91 AVE SE	MARKET PLACE
	358 MARKET PL 358 MARKET PL	SR 204	SR 9	369	989 SR 9	MARKET PL
		SR 204	SR 9	380	988 MARKET PL	SR 204
	363 CAVALERO RD	20 ST SE	LK STEVENS UGB	149	508 CAVALERO RD	20TH ST SE
	1		C VIDEO V/C 1			· · · I
-	364 MENZEL LK RD	GRANITE FALLS C/L	S. ALDER AVE (GRANITE FALLS C/L)	]	1677 E PIONEER ST	S ALDER ROAD

		PRINT DATE	3/13/03		[		
HEA	NOTICE ARROAD NAME OF	HALLES TROVERS	THE REPORT OF CAMERIA	ABEST SEED	DIE	Banonh Social Street Name	ALLE LE INVESTSTRECTIVAME
	365 171 AVE NE	WESTWICK RD/100 ST SE	THREE LAKES RD/TSA BOUNDARIES B/C			171 AVE SE	THREE LAKES RD
В	365 171 AVE NE	SE	THREE LAKES RD/TSA BOUNDARIES B/C	T-1		167 AV SE	WESTWICK RO
B B	369 VERNON RD 369 VERNON RD	LUNDEEN PARK WAY	SR 9/SR 204 SR 9/SR 204	122 135	58	VERNON RD VERNON RD	LUNDEEN PARK WY N DAVIES RD
<u>В</u> В	369 VERNON RD 369 VERNON RD	LUNDEEN PARK WAY	SR 9/SR 204 SR 9/SR 204	366 434		92 AVE NE SR 9	ISR 204 ISR 204
В	381 4 ST SE	SR 9 SR 9	99 AVE SE	394	487	SR 9	4th St SE
<u>B</u>	381 4 ST SE 382 103 AVE SE	S LK STEVENS RD	99 AVE SE 32 ST SE	395 396	360	99 Ave SE 103rd Avenue SE	4 St SE S. Lake Stevens Road
<u>B</u>	382 103 AVE SE 383 10 ST SE	S LK STEVENS RD SR 204	32 ST SE 79 AVE SE			103rd Avenue SE SR 204	32nd Street SE 10th St SE
B	383 10 ST SE	SR 204	79 AVE SE	403	2246	79 AV SE	10 ST SE
B B	384 LAKE DR   384 LAKE DR	SOPER HILL RD SOPER HILL RD	SR 92 SR 92	402	465	Lake Drive LAKE DRIVE	SR 92 SOPER HILL RD
8 8	385 79 AVE SE 385 79 AVE SE	20 ST SE 20 ST SE	8 ST SE 8 ST SE			79 AV SE 79 AV SE	20 ST SE 10 ST SE
В	386 VERNON RD	SR 9	LUNDEEN PARK WAY	405	1561	91st Ave NE	Vernon Road
В	386 VERNON RD	SR 9	LUNDEEN PARK WAY	406		LUNDEEN PARK WY EXT (FUTURE)	VERNON RD
В	387 83 AVE SE 387 83 AVE SE	20 ST SE 20 ST SE	4 ST SE 4 ST SE	291 408		83 AV SE 83rd Ave SE	20 ST SE 8th St SE
В	388 131 AVE NE	LAKE STEVENS C/L	2 ST SE	411	1584	131 AV NE	4 ST NE
8	7 388 131 AVE NE 388 131 AVE NE	LAKE STEVENS C/L LAKE STEVENS C/L	2 ST SE 2 ST SE			131 AV NE 131st Avenue NE	Mendian AV 16th Street NE
<u>B</u>	389 2 ST SE	123 AVE SE	131 AVE SE	416		123rd Ave SE/S. Nyden Farm Rd	2nd St SE
В	390 2 ST SE	2 ST SE	E LK STEVENS RD	134		S LK STEVENS RD 123rd Ave SE/S. Nyden	PURPLE PENNANT RI
Į <u>ę</u>	390 2 ST SE	2 ST SE	E LK STEVENS RD	416	1570	Farm Rd N Nyden Farm Rd/Purple	2nd St SE
	390 2 ST SE 391 4 ST NE	2 ST SE N NYDEN FARMS RD	E LK STEVENS RD 131 AVE NE	417 411		Pennant 131 AV NE	4Ih SI NE 4 ST NE
В	391 4 ST NE	N NYDEN FARMS RD	131 AVE NE	417		N Nyden Farm Rd/Purple Pennant	4th St NE
В	392: 123 AVE SE	2 ST SE	MACHIAS CUTOFF		1571	123RD AV SE	MACHIAS CUTOFF
В	392 123 AVE SE 393 8 ST SE /	2 ST SE	MACHIAS CUTOFF	416	1570	123rd Ave SE/S. Nyden Farm Rd	2nd St SE
8	393 8 ST SE	79 AVE SE 79 AVE SE	91 AVE SE 91 AVE SE	408 419	809 510	83rd Ave SE 91st Ave SE	8th St SE
8	394 32 ST SE / 91 AVE SE 394 32 ST SE / 91 AVE SE	103 AVE SE 103 AVE SE	S LK STEVENS RD S LK STEVENS RD	398		103rd Avenue SE	32nd Street SE 32nd St SE
B	394 32 ST SE / 91 AVE SE	103 AVE SE	S LK STEVENS RD	421	1066	91 AV SE	S Lk Stevens Rd
В	VERNON RD / 81 AVE 395 NE/SE VERNON RD / 81 AVE	LUNDEEN PARK WAY	SR 204	406		LUNDEEN PARK WY EXT (FUTURE)	VERNON RD
В	395 NE/SE	LUNDEEN PARK WAY	SR 204	422	1574	81st AV NE	Vernon Road
₿	VERNON RD / 81 AVE 395 NE/SE	LUNDEEN PARK WAY	SR 204 INGRAHAM RD	423	1084	81st Ave. SE	SR 204
С	189 WOODS CREEK RD	MONROE C/L	(MONROE UGB)	154	351	INGRAHAM RD	WOODS CREEK RD
С	189 WOODS CREEK RD WAGNER/MERO/STOR	MONROE C/L	(MONROE UGB)	155	2368	WOODS CREEK RD	SR 2
<u>c</u>	190 M LK MONROE UGB WAGNER/MERO/STOR	WOODS CREEK RD	DUBUQUE RD	153	41	STORM LAKE RD	DUBUQUE RD
<u>C</u>	190 M LK MONROE UGB WAGNER/MERO/STOR	WOODS CREEK RD	DUBUQUE RD	156	-	WAGNER RD	WOODS CREEK RD
CC	190 M LK MONROE UGB 193 88 ST SE/131 AVE SE	SR 2 OVERPASS	DUBUQUE RD THREE LAKES RD	157 159		STORM LAKE RD 131ST AV SE	MERO RD THREE LAKES RD
C	193 88 ST SE/131 AVE SE	SR 2 OVERPASS	THREE LAKES RD	161	2003	SR 2 ON/OFF RAMPS (E SIDE)	88TH ST SE
	194 S MACHIAS RD	SNOHOMISH CAL	SR 2 SR 2	150) 160		S MACHIAS RD S MACHIAS RD	RITCHIE RD THREE LAKES RD

			PRINT DATE	1				
HSA!	DND	READ VAME	IN THE EROVIN	BENEFIT OF THE OWN	MATRIE	DIE	NorthSouthStreetName	A EASIWESISITEEINAMEN
		WESTWICK RD (100 ST	00.0	474 11/5 65	400	2020	cn a	WECHNICK DD
lc	195	SE) WESTWICK RD (100 ST	SR 2	171 AVE SE	162	2020	SK Z	WESTWICK RD
	195	SE)	SR 2	171 AVE SE	163	578	159TH AV SE	WESTWICK RD
-/		WESTWICK RD (100 ST						·
<u> </u>	195	SE)	SR 2	171 AVE SE	381	1031	167 AV SE	WESTWICK RD
		ROOSEVELT RD/159	MONROE UGB/	MEODANOK DD	400	570	450711 41/05	MICOTALION DD
C		AVE SE ROOSEVELT RD/159	MONROE C/L MONROE UGB/	WESTWICK RD	163	5/8	159TH AV SE	WESTWICK RD
<u>c</u>		AVE SE	MONROE C/L	WESTWICK RD	164	2026	SR 2	ROOSEVELT RD
×		ROOSEVELT RD/159	MONROE UGB/					**************************************
c	196	AVE SE	MONROE C/L	WESTWICK RD	165	601	159TH AV SE	ROOSEVELT RD
		ROOSEVELT RD/159	MONROE UGB/					700101010100
<u> C</u>		AVE SE OLD SNOHOMISH	MONROE C/L SNOHOMISH UGB/	WESTWICK RD	166	1837	ROOSEVELT RD	TROMBLEY RD OLD SNOHOMISH
С		MONROE RD	SNOHOMISH C/L	MONROE UGB	167	1440	SR 522	MONROE RD
\ <u>\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\</u>		OLD SNOHOMISH	SNOHOMISH UGB/					
С	197	MONROE RD	SNOHOMISH C/L	MONROE UGB	288	2032	LINCOLN AV	92 ST SE
								AIRPORT
С	198	MARSH RD	LOWELL LARIMER RD	SR 9	169	465	SR 9	WAY/MARSH RD
С	108	MARSH RD	LOWELL LARIMER RD	SR 9	170	460	MARSH RD	LOWELL-LARIMER RD
<u>                                     </u>		110 11 (01   11 (0						
С	198	MARSH RD	LOWELL LARIMER RD	SR 9	171	40	SEATTLE HILL RD	LOWELL-LARIMER RD
						أممد		
<u>C</u> .	199	LOWELL LARIMER RD	MARSH RD	EVERETT C/L	170	450	MARSH RD	LOWELL-LARIMER RD
lc	199	LOWELL LARIMER RD	MARSH RD	EVERETT C/L	171	40	SEATTLE HILL RD	LOWELL-LARIMER RD
<u> </u>			MARSH RD	EVERETT C/L	172		SR-9	BROADWAY AV
	į į					į		LOWELL SNOHOMISH
C	199	LOWELL LARIMER RD	MARSH RD	EVERETT C/L	173	1531	LOWELL-LARIMER RD	RIVER RD
c	225	AIRPORT WY	99 AVE SE	SNOHOMISH C/L	169	465	SR 9	AIRPORT WAY/MARSH RD
	200	7410 0101 111	557112 02	ONO COMOTOR			<u> </u>	:
						į		LOWELL SNOHOMISH
<u></u>		AIRPORT WY	99 AVE SE	SNOHOMISH C/L	189		AIRPORT WY	RIVER RO
<u>c</u>		AIRPORT WY	99 AVE SE	SNOHOMISH C/L	390		AIRPORT WY	1ST ST
<u>c</u>		AIRPORT WY BICKFORD AVE	99 AVE SE	SNOHOMISH C/L	391		AIRPORT WY	2ND ST
C C		BICKFORD AVE	100' NW/o 83 AVE SE 100' NW/o 83 AVE SE	SNOHOMISH C/L SNOHOMISH C/L	284 285		BICKFORD AVE	:Bickford Ave :52 ST SE/87 AV SE
l <del>č</del>		BICKFORD AVE	100' NW/o 83 AVE SE	SNOHOMISH C/L	286		BICKFORD AVE	56 ST SE/FOBES RD
l		7					SR 2 ON/OFF RAMPS (W	1
<u> C</u>	237	88TH ST SE / 92 ST SE	SR 2 OVERPASS	W END BRIDGE #633	287	2010	SIDE)	92 ST SE
	227	00711 67 65 165 67 65	CD 0 () ( DD 1 CC	 	200	2000	LINGOLNAVA	02.07.05
<u> </u>		88TH ST SE / 92 ST SE RIVERVIEW/HOMEACR	SK Z UVERPASS	W END BRIDGE #633	200	2032	LINCOLN AV	92 ST SE
c	. 1	ES/43	SNOHOMISH UGB	EBEY ISLAND RD	304	50	66 AV SE	60 ST SE
		RIVERVIEW/HOMEACR						
C		ES/43	SNOHOMISH UGB	EBEY ISLAND RO	305	551	FOSTER SLOUGH RD	60 ST SE
	1	RIVERVIEW/HOMEACR	01101101110111100					
<u> </u> C		ES/43 RIVERVIEW/HOMEACR	SNOHOMISH UGB	EBEY ISLAND RD	306	1555	SR 9	RIVERVIEW RD
lc .		ES/43	SNOHOMISH UGB	EBEY ISLAND RD	433	i	SR 9 NB Ramp	Riverview
Č		66/SKIPLEY RD/52	60 ST SE	BICKFORD AVE	285		BICKFORD AVE	52 ST SE/87 AV SE
C		66/SKIPLEY RD/52	60 ST SE	BICKFORD AVE	304		66 AV SE	60 ST SE
<u>Ç</u>		66/SKIPLEY RD/52	60 ST SE	BICKFORD AVE	307		83 AV SE	SKIPLEY RD
C		60 ST SE 60 ST SE	FOSTER SLOUGH RD	83 AVE SE	305		FOSTER SLOUGH RD	60 ST SE
<u> </u>	233	00 31 3E	FOSTER SLOUGH RD SNOHOMISH UGB/.54	83 AVE SE	308	628	83 AVE SE	160 ST SE
<u>c</u>	254	72/83 AVE SE	MI WEST OF C/L	52 ST SE (SKIPLEY RD)	307	626	83 AV SE	SKIPLEY RD
	ii		SNOHOMISH UGB/.54					1
<u>c</u>	254	72/83 AVE SE	MI WEST OF C/L	52 ST SE (SKIPLEY RD)	309	558	83 AVE SE	72 ST SE
	0.5	70/00 41-5 5-	SNOHOMISH UGB/.54					
C			MI WEST OF C/L	52 ST SE (SKIPLEY RD)	310		89 AV SE	72 ST SE
10	200		BICKFORD AVE MONROE UGB/ 0.88 MI	SNOHOMISH C/L	286	359	BICKFORD AVE	56 ST SE/FOBES RD
	257			WOODS LK RD	313	2052	OLD OWEN RD	SR 2
					3.5			· · · · · · · · · · · · · · · · · · ·

	,		DOUGT DATE	1 04000	<u> </u>	1	1	<u> </u>
			PRINT DATE	1				
TISA:	QUD.	THE READINAMENT		in an extra uo e erestado	MAKEGOO	ADJE	NoithSouthSheethamer	Pasives Steel Name
ا <sup>د</sup>	257	OLD OWEN RD	MONROE UGB/ 0.88 MI FROM OAKS ST MONROE UGB/ 0.88 MI	WOODS LK RD	314	449	FLORENCE ACRES RD	OLD OWEN RD
	257	OLD OWEN RD	FROM OAKS ST MONROE UGB/ 0.88 MI	WOODS LK RD	315	1376	299 AV SE	SR 2
c	257	OLD OWEN RD FLORENCE	FROM OAKS ST	WOODS LK RD	316	473	WOODS LK RD	OLD OWEN RD
С	258	ACRESWOODS L.	OLD OWEN RD	OLD OWEN RD	314	449	FLORENCE ACRES RO	OLD OWEN RD
C C		ACRESWOODS L BROADWAY AVE	OLD OWEN RD	OLD OWEN RD	316 172		WOODS LK RD SR-9	OLD OWEN RD
С		BROADWAY AVE	164 ST SE	SR 9	197		BROADWAY AV / ELLIOT	BROADWAY AV
		164 ST SE	SR 9	BROADWAY AVE	197		BROADWAY AV / ELLIOT	164 ST SE
C C	263	164 ST SE CRESCENT LK/203 ST	SR 9	BROADWAY AVE	317		SR 9	164 ST SE
С	267		HIGH BRIDGE RD	SR 203	213	363	HIGH BRIDGE RD	CRESCENT LK RD
c	267		HIGH BRIDGE RD	SR 203	318	1913	SR 203	CRESCENT LK RD
С	270	AVE SE BEN HOWARD RD/311	SR 203	BRIDGE #429	319	2136	MANN RD /311 AV SE	SR 2
C.		AVE SE	SR 203	8RIDGE #429	320	1450	SR 203	BEN HOWARD RD
С		LOWELL SNOHOMISH RIVER RD	EVERETT C/L	SNOHOMISH UG8	173	1531	LOWELL-LARIMER RD	LOWELL SNOHOMISH RIVER RD
c .	303	LOWELL SNOHOMISH RIVER RD	EVERETT C/L SNOHOMISH UGB/ 0.54	SNOHOMISH UGB	189	707	AIRPORT WY	LOWELL SNOHOMISH RIVER RD
С	306	72 ST SE	MI FROM C/L SNOHOMISH UGB/ 0.54	SR 9 OVERCROSSING	309	558	83 AVE SE	72 ST SE
ا-ي	306	72 ST SE	MI FROM C/L	SR 9 OVERCROSSING	310	986	89 AV SE	72 ST SE
ا ن		LOWELL SNOHOMISH RIVER RD DUBUQUE RD/LK	SNOHOMISH UGB/ 0.54 MI FROM C/L	AIRPORT WY	189	707	AIRPORT WY	LOWELL SNOHOMISH RIVER RD
<u>c</u>		ROESIGER RD DUBUQUE RD/LK	STORM LAKE RD	4 ST NE	144	721	CRESWELL RD	DUBUQUE RD
С	324	ROESIGER RD DUBUQUE RD/LK	STORM LAKE RD	4 ST NE	153	41	STORM LAKE RD	DUBUQUE RD
С		ROESIGER RD	STORM LAKE RD	4 ST NE	372	443	S LK ROESIGER RD	WOODS CREEK RD
С		THREE LAKES RD OLD SNOHOMISH-	123 AVE SE (E 1/2)/SNOHOMISH C/L	171 AVE SE	160	112	S MACHIAS RD	THREE LAKES RD OLD SNOHOMISH
С	338	MONROE RD OLD SNOHOMISH-	161 AVE SE	MONROE C/L	167	1440	SR 522	MONROE RD Old Snohomish Monroe
С	338	MONROE RD	161 AVE SE MONROE C/L/.13 MI.	MONROE C/L MONROE UGB/ .88 MI.	429		SR 522 EB Ramps	Rd
С	347	OLD OWEN RD	FROM SR 2	FROM OAKS ST MONROE UGB/ .88 MI.	313	2052	OLD OWEN RD	SR 2
С	347	OLD OWEN RD	FROM SR 2 INGRAHAM RD	FROM OAKS ST	314	449	FLORENCE ACRES RD	OLD OWEN RD
С	348	WOODS CREEK RD	(MONROE UGB) INGRAHAM RD	DUBUQUE RD	155	2368	WOODS CREEK RD	SR 2
С	348	WOODS CREEK RD		DUBUQUE RD	156	147	WAGNER RD	WOODS CREEK RD
<u>c                                     </u>		WOODS CREEK RD	(MONROE UGB)	DUBUQUE RD	372	443	S LK ROESIGER RD	WOODS CREEK RD AIRPORT
È i		AIRPORT WY	SR 9	99 AVE SE	169		SR 9	WAY/MARSH RD
CC		AIRPORT WY THREE LAKES RD	SR 9	99 AVE SE	208		AIRPORT WAY	199TH
<del>D</del> 1		100 ST SE	S MACHIAS RD EVERETT C/L	SNOHOMISH CAL 35 AVE SE	160	_	S MACHIAS RD	THREE LAKES RD
D		100 ST SE	EVERETT C/L	35 AVE SE	174 175		35 AV SE 27 AV SE	100 ST SE 100 ST SE
Ö	201	35 AVE SE	SR 96 (132 ST SE)	100 ST SE	174		35 AV SE	100 ST SE
	201	35 AVE SE		100 ST SE	176		35 AV SE	116 ST SE
	201	35 AVE SE	SR 96 (132 ST SE)	100 ST SE	177		35 AV SE	SR 96 (132 ST SE)

	[		PRINT DATE	3/13/03				
HSA	MONTH STATE	ROADNAME		SECTION OF SECTION	104.6200	ADAM	North South Street Name &	asiweststeelnamer
								SEATTLE HILL
ر آ		ITLE HILL RD	35 AVE SE	SR 96	178		35 AV SE	RD(MILL CK)
		ITLE HILL RD ITLE HILL RD	35 AVE SE 35 AVE SE	SR 96	179		SEATTLE HILL RD	SR 96 (132 ST SE)
	202 SEA		I SEATTLE HILL RD	SR 96 SR 96	180 177		SEATTLE HILL RD	148 ST SE SR 96 (132 ST SE)
<del> </del>	200, 337	VL OL	OCATTEC TILE NO	317 30	,,,	1	:	SEATTLE HILL
b	203 35 A	VE SE	SEATTLE HILL RD	SR 96	178	11	35 AV SE	RD(MILL CK)
			\ <u></u>			1		SEATTLE HILL
D	204 35 A		168 ST SE	SEATTLE HILL RD	178	1	35 AV SE	RD(MILL CK)
D	204; 35 A		168 ST SE	SEATTLE HILL RD	181	L	35 AV SE	168 ST SE
D	204 35 A 206 180 S		168 ST SE SR 527	SEATTLE HILL RD 35 AVE SE	182 183		35 AV SE 35 AV SE	156 ST SE
<u> </u>	206 180 8	and the second designation of the second control of the second con	ISR 527	35 AVE SE			SR 527	180 ST SE 180 ST SE
Ď	206 180 5		SR 527	35 AVE SE	186		BROOK BLVD	180 ST SE
D		ST SW/SE	I-5 (NB RAMPS)	MILL CREEK C/L	231		SR 527	164 ST SE
D	218 164 5		I-5 (NB RAMPS)	MILL CREEK C/L	232		CASCADIAN WY	164 ST SE
D	218 164 5		I-5 (NB RAMPS)	MILL CREEK C/L	233		3 AV SE	164 ST SE
D	218 164 5		I-5 (NB RAMPS)	MILL CREEK C/L	234		6 AV W	164 ST SW
D	218 164 5		I-5 (NB RAMPS)	MILL CREEK C/L	235		LARCH WY	164 ST SW
D	218 164 S 218 164 S		I-5 (NB RAMPS) I-5 (NB RAMPS)	MILL CREEK C/L MILL CREEK C/L	236 237		MEADOW RD 14 AV W	164 ST SW
D	218 164 5		I-5 (NB RAMPS)	MILL CREEK C/L				164 ST SW 164 ST SW
D	218 164 5		I-5 (NB RAMPS)	MILL CREEK C/L	239			164 ST SW
b	219 164 5		LYNNWOOD C/L	I-5 (NB RAMPS)		2095		164 ST SW
D	219 164 9	ST SW	LYNNWOOD C/L	I-5 (NB RAMPS)	240			164 ST SW
D	219 164 8		LYNNWOOD C/L	I-5 (NB RAMPS)	241		ASH WY	164 ST SW
D	219 164 5		LYNNWOOD C/L	I-5 (NB RAMPS)	242		PARK AND RIDE	164 ST SW
D	219 164 8	T SW	LYNNWOOD C/L	I-5 (NB RAMPS)	243	1	36 AV W	164 ST SW
D	219 164 S	ST SW	LYNNWOOD C/L	I-5 (NB RAMPS)	244	10	28 AVE W/ MANOR WAY	164 ST SW
n	220 28 A	/E 18/	164 ST SW	1 VAINIA/OOD CII	744	40	30 41/5 14// 44/41/55 14/4	4P4 CT PIA
₽	220 20 A	VE VV	104 31 300	LYNNWOOD C/L	244	10	28 AVE W/ MANOR WAY	164 ST SW SR 525 ON/OFF
lD	220 28 A	VE W	164 ST SW	LYNNWOOD C/L	246	210	28 AVE W	RAMPS
	1							:
	220 28 A	/E IAI	164 ST SW	LYNNWOOD C/L	247		28 AVE W/ ALDERWOOD MALL PKWY	ATT OF CHURADIE OF
<u> </u>	220 20 A		LYNNWOOD C/L	148 ST SW	248		52 AVE W	177 PL SW/MAPLE RD
<u> </u>	222 52 A		LYNNWOOD C/L	148 ST SW			52 AVE W	168 ST SW
		VE W/BEVERLY						<u> </u>
D	223 PARK		148 ST SW	MUKILTEO C/L	248	25	52 AVE W	148 ST SW
_		VE W/BĘVERLY						SHELBY/PICNIC PT
D	223 PARK		148 ST SW	MUKILTEO C/L	250	55	BEVERLY PARK	RD
D	223 PARK	VE W/BEVERLY	148 ST SW	MUKILTEO C/L	254	4 "7" 4	DEVENI V DARK	I INCOLLINATE V
D	224 148 \$		52 AVE W	SR 99	248			LINCOLN WAY 148 ST SW
	224 148 S			SR 99	252		SR 99	148 ST SW
D D	224 148 S			SR 99			44 AV W	148 ST SW
D	224 148 S		52 AVE W	SR 99	254			148 ST SW
D	224 148 S		52 AVE W	SR 99	255	1040	48 AV W	148 ST SW
		50/JEFFERSON/M	00.00					
D	225 AD	50/JEFFERSON/M	SR 99	ASHWY	252	414	SR 99	148 ST SW
б	225 AD	SOUTHERSONNI	SR 99	ASH WY	256	376	35 AV W	148 ST SW
<u> </u>	<del></del>	50/JEFFERSON/M		7011111			3374 44	14001011
D	225 AD		SR 99	ASH WY	257	133	MANOR WY	148 ST SW
	148/1	50/JEFFERSON/M	· · · · · · · · · · · · · · · · · · ·					
<u>D</u>	225 AD		SR 99	ASH WY	258	848	JEFFERSON WY	148 ST SW
		50/JEFFERSON/M						
D D	225 AD			ASH WY	259		MADISON WY	ASH WY
D		RLY PARK RO RLY PARK RD		AIRPORT RD	260 261		SR 525 BEVERLY PARK RD	BEVERLY PARK RO
Ď				AIRPORT RD	262		BEVERLY PARK RD	121 ST SW GIBSON RD
D		···		AIRPORT RD	263			112 ST SW
								HOLLY DR/8EVERLY
D				AIRPORT RD	264	353	AIRPORT RD	PARK RD
· ·				AIRPORT RD	265		BEVERLY PARK RD	CENTER RD
				I-5 (SB RAMPS)	266			AIRPORT RD
	440 MINP	ORT/128 ST SW	SR 99	I-5 (SB RAMPS)	267	43	AIRPORT RD	ADMIRALTY WY

		PRINT DATE	3/13/03	ĺ		1	
TSA	UDDE MENTE CACHIAMETON	E SEASON SERVICE		DUDTEN	DIE	Nontsoonsheelname	E E STATE SI CE E INAME
D	228 AIRPORT/128 ST SW	SR 99	I-5 (SB RAMPS)	268	588	GIBSON RD	128 ST SW
2	228 AIRPORT/128 ST SW	SR 99	I-5 (SB RAMPS)	269		4 AV W	128 ST SW
	228 AIRPORT/128 ST SW	SR 99	I-5 (SB RAMPS)	271		8 AV W	128 ST SW
	228 AIRPORT/128 ST SW	SR 99	I-5 (SB RAMPS)	272		I-5 RAMPS SB	128 ST SW
; :	228 AIRPORT/128 ST SW	SR 99   128 ST SW	I-5 (SB RAMPS) 112 ST SW	428 269		I-5 RAMPS NB 4 AV W	128 ST SW
<u>.                                    </u>	229 4 AVE W	128 ST SW	112 ST SW	273		4 AVE W	128 ST SW
<u> </u>	229 4 AVE W 229 4 AVE W	128 ST SW	112 ST SW	274		4 AVE W	124 ST SW 120 ST SW
) }	229 4 AVE W	128 ST SW	112 ST SW	275		4 AVE W	112 ST SW
 )	229 4 AVE W	128 ST SW	112 ST SW	276		4 AVE W	MARINER SQUARE
 )	230:112 ST SW	EVERETT C/L	EVERETT CAL	275		4 AVE W	112 ST SW
1	230, 112 ST SW	EVERETT C/L	EVERETT C/L	277	1965	7 AV SE	112TH ST SW
 I	230 112 ST SW	EVERETT C/L	EVERETT C/L	278	2088	SR 99	112TH ST SW
	Y		400 ft N/o 103 ST SW				HOLLY DR/BEVERLY
	231 AIRPORT RD	EVERETT C/L	(EVT)	264	353	AIRPORT RD	PARK RD
			400 N N/o 103 ST SW	;			
	231 AIRPORT RD	EVERETT C/L	(EVT)	266	672	SR 99	AIRPORT RD
		1	400 ft N/o 103 ST SW	;			1
	231 AIRPORT RD	EVERETT C/L	(EVT)	279	389	AIRPORT RD	100TH ST SW
			400 ft N/o 103 ST SW				
	231 AIRPORT RD	EVERETT C/L	(EVT)	282		AIRPORT RD	112 ST SW
	233 100 ST SW	AIRPORT RD	330 ft W/o 23 AVE W	279	389	AIRPORT RD	100TH ST SW
			PAINE FIELD WY				
	234 112 ST SW	BEVERLY PARK RD	(EVERETT C/L)	263	54	BEVERLY PARK RD	112 ST SW
	0011007044	65 E5 V 5 L5 V 65	PAINE FIELD WY		-	44000T-00	
	234 112 ST SW	BEVERLY PARK RD	(EVERETT C/L)	282	99	AIRPORT RD	112 ST SW
	950 429 CT CF	SR 96 (SEATTLE HILL RD)	SNOHOMISH CASCADE	179	22	CEATTLE UILL CO	-CD 00 (420 CT CE)
	259 132 ST SE	SR 96 (SEATTLE HILL	SNOHOMISH CASCADE	179	<u></u>	SEATTLE HILL RD SNOHOMISH CASCADE	SR 96 (132 ST SE)
	259 132 ST SE	RD)	DR	102		DRIVE	t34th PL SE
	200 102 01 02	SR 96 (SEATTLE HILL	SNOHOMISH CASCADE		1004	DRIVE	TOMBLESE
	259 132 ST SE	RD)	DR	194	503	PUGET PARK DR	134 PI SE
	200 102 07 02		SNOHOMISH CASCADE			TOGETTANION	
	260 PUGET PARK DR	132 ST SE	DR	194	593	PUGET PARK DR	134 PLSE
.—	: (		SNOHOMISH CASCADE.			<u></u>	
i	260 PUGET PARK DR	132 ST SE	DR		2099	PUGET PARK DR	148TH ST SE
			SNOHOMISH CASCADE			SNOHOMISH CASCADE	of comme de description and the first section of the section of th
:	260 PUGET PARK DR	132 ST SE	DR		2114		PUGET PARK DR
	FISHER RD/NORMA						***************************************
	284 BCH/148 ST SW	72 AVE W	52 AVE W	248	25	52 AVË W	148 ST SW
	FISHER RO/NORMA						:
	284 BCH/148 ST SW	72 AVE W	52 AVE W	332	522	60 AVE W	148 ST SW
;		1					
		1	1		i		SHELBY/PICNIC PT
	285 PICNIC POINT RD	BEVERLY PARK RD	PUGET SOUND BLVD	250	55	BEVERLY PARK	RD
!	285 PICNIC POINT RD	BEVERLY PARK RD	PUGET SOUND BLVD	333	56	PICNIC POINT RD	RD 140 ST SW
					56		RD 140 ST SW PICNIC POINT RD
	285 PICNIC POINT RD 285 PICNIC POINT RD	BEVERLY PARK RD BEVERLY PARK RD	PUGET SOUND BLVD PUGET SOUND BLVD	333 334	56 871	PICNIC POINT RD MAPLEWOOD AV	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD	BEVERLY PARK RO BEVERLY PARK RD SR 99	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD	333 334 250	56 871 55	PICNIC POINT RD MAPLEWOOD AV BEVERLY PARK	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT IRD
	285 PICNIC POINT RD 285 PICNIC POINT RD	BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99	PUGET SOUND BLVD PUGET SOUND BLVD	333 334 250	56 871 55	PICNIC POINT RD MAPLEWOOD AV	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD	BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 LYNNWOOD C/L S/o 164	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD	333 334 250 335	56 871 55 1778	PICNIC POINT RD MAPLEWOOD AV BEVERLY PARK SR 99	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT IRD ISHELBY RD
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD	BEVERLY PARK RD BEVERLY PARK RD  SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99	333 334 250	56 871 55 1778	PICNIC POINT RD MAPLEWOOD AV BEVERLY PARK	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT IRD
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W	BEVERLY PARK RD BEVERLY PARK RD  SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99	333 334 250 335 243	56 871 55 1778	PICNIC POINT RD MAPLEWOOD AV BEVERLY PARK SR 99 36 AV W	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT IRD ISHELBY RD
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD	BEVERLY PARK RD BEVERLY PARK RD  SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99	333 334 250 335	56 871 55 1778	PICNIC POINT RD MAPLEWOOD AV BEVERLY PARK SR 99	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT IRD ISHELBY RD
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W 287 36/35 AVE W	BEVERLY PARK RD BEVERLY PARK RD  SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99	333 334 250 335 243	56 871 55 1778 1 376	PICNIC POINT RD MAPLEWOOD AV BEVERLY PARK SR 99 36 AV W 35 AV W	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT IRD ISHELBY RD 164 ST SW 148 ST SW
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W 287 36/35 AVE W 287 36/35 AVE W	BEVERLY PARK RD BEVERLY PARK RD  SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 SR 99	333 334 250 335 243 256 337	56 871 55 1776 1 376	PICNIC POINT RD MAPLEWOOD AV BEVERLY PARK SR 99 36 AV W 35 AV W	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT IRD ISHELBY RD 164 ST SW 148 ST SW
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W 287 36/35 AVE W	BEVERLY PARK RD BEVERLY PARK RD  SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99	333 334 250 335 243	56 871 55 1776 1 376	PICNIC POINT RD MAPLEWOOD AV BEVERLY PARK SR 99 36 AV W 35 AV W	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT IRD ISHELBY RD 164 ST SW 148 ST SW
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W 287 36/35 AVE W 287 36/35 AVE W	BEVERLY PARK RD BEVERLY PARK RD  SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 SR 99	333 334 250 335 243 256 337	56 871 55 1778 1 376 622 604	PICNIC POINT RD MAPLEWOOD AV BEVERLY PARK SR 99 36 AV W 35 AV W ASH WY	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT IRD ISHELBY RD 164 ST SW 148 ST SW
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W 287 36/35 AVE W 287 36/35 AVE W 288 ASH WY	BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD  BEVERLY PARK RD BEVERLY PARK RD  SR 99  SR 99  SR 99  MAPLE RD	333 334 250 335 243 256 337 241	56 871 55 1778 1 376 622 604	PICNIC POINT RD MAPLEWOOD AV  BEVERLY PARK SR 99  36 AV W  35 AV W  35 AVE W ASH WY  28 AVE W/ ALDERWOOD	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT RD ISHELBY RD 164 ST SW 148 ST SW 156 ST SW 164 ST SW
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W 287 36/35 AVE W 287 36/35 AVE W	BEVERLY PARK RD BEVERLY PARK RD  SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 SR 99	333 334 250 335 243 256 337 241	56 871 55 1778 1 376 622 604	PICNIC POINT RD MAPLEWOOD AV BEVERLY PARK SR 99 36 AV W 35 AV W ASH WY	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT RD ISHELBY RD 164 ST SW 148 ST SW 156 ST SW 164 ST SW
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W 287 36/35 AVE W 287 36/35 AVE W 288 ASH WY	BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD  BEVERLY PARK RD BEVERLY PARK RD  SR 99  SR 99  SR 99  MAPLE RD	333 334 250 335 243 256 337 241	56 871 55 1778 1 376 622 604 2078	PICNIC POINT RD MAPLEWOOD AV  BEVERLY PARK SR 99  36 AV W  35 AV W  35 AVE W ASH WY  28 AVE WI ALDERWOOD MALL PKWY	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT RD ISHELBY RD 164 ST SW 156 ST SW 164 ST SW 177 PL SW/MAPLE RI
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W 287 36/35 AVE W 288 ASH WY 288 ASH WY 288 ASH WY	BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW 164 ST SW 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 SR 99 MAPLE RD MAPLE RD	333 334 250 335 243 256 337 241 247	56 871 55 1778 1 376 622 604 2078	PICNIC POINT RD MAPLEWOOD AV  BEVERLY PARK SR 99  36 AV W  35 AV W  35 AVE W ASH WY  ASH WY  ASH WY  ASH WY	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT RD SHELBY RD 164 ST SW 156 ST SW 164 ST SW 177 PL SW/MAPLE RI
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W 287 36/35 AVE W 288 ASH WY 288 ASH WY 288 ASH WY 289 ASH WY	BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 MAPLE RD MAPLE RD MAPLE RD 134 ST SW	333 334 250 335 243 256 337 241 247	56 871 55 1776 1 376 622 604 2078	PICNIC POINT RD MAPLEWOOD AV  BEVERLY PARK SR 99  36 AV W  35 AV W  35 AVE W ASH WY ASH WY ASH WY ASH WY ASH WY	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT RD SHELBY RD 164 ST SW 156 ST SW 177 PL SW/MAPLE RI 164 ST SW
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W 287 36/35 AVE W 288 ASH WY 288 ASH WY 288 ASH WY	BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 MAPLE RD MAPLE RD 134 ST SW 134 ST SW	333 334 250 335 243 256 337 241 247 338 241 259	56 871 55 1778 1 376 622 604 2078 103 604 424	PICNIC POINT RD MAPLEWOOD AV  BEVERLY PARK SR 99  36 AV W  35 AV W  35 AVE W ASH WY  ASH WY ASH WY ASH WY ASH WY ASH WY MADISON WY	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT RD SHELBY RD 164 ST SW 156 ST SW 164 ST SW 177 PL SW/MAPLE RI 164 ST SW ASH WY
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W 287 36/35 AVE W 288 ASH WY 288 ASH WY 288 ASH WY 289 ASH WY 289 ASH WY 289 ASH WY	BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 MAPLE RD MAPLE RD MAPLE RD 134 ST SW	333 334 250 335 243 256 337 241 247	56 871 55 1778 1 376 622 604 2078 103 604 424	PICNIC POINT RD MAPLEWOOD AV  BEVERLY PARK SR 99  36 AV W  35 AV W  35 AVE W ASH WY ASH WY ASH WY ASH WY ASH WY	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT RD SHELBY RD 164 ST SW 156 ST SW 177 PL SW/MAPLE RI 164 ST SW
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W 287 36/35 AVE W 288 ASH WY 288 ASH WY 288 ASH WY 289 ASH WY 289 ASH WY 289 ASH WY	BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 MAPLE RD MAPLE RD 134 ST SW 134 ST SW	333 334 250 335 243 256 337 241 247 338 241 259 339	56 871 55 1778 1 376 622 604 2078 103 604 424 594	PICNIC POINT RD MAPLEWOOD AV  BEVERLY PARK SR 99  36 AV W  35 AV W  35 AVE W ASH WY  ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT RD SHELBY RD 164 ST SW 156 ST SW 164 ST SW 177 PL SW/MAPLE RI 164 ST SW ASH WY 134 ST SW
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W 287 36/35 AVE W 288 ASH WY 288 ASH WY 288 ASH WY 289 ASH WY 289 ASH WY 289 ASH WY	BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 MAPLE RD MAPLE RD MAPLE RD 134 ST SW 134 ST SW 134 ST SW	333 334 250 335 243 256 337 241 247 338 241 259 339	56 871 55 1778 1 376 622 604 2078 103 604 424 594	PICNIC POINT RD MAPLEWOOD AV  BEVERLY PARK SR 99  36 AV W  35 AV W  35 AVE W ASH WY  ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT RD SHELBY RD 164 ST SW 148 ST SW 156 ST SW 164 ST SW 177 PL SW/MAPLE RI 164 ST SW ASH WY 134 ST SW
	285 PICNIC POINT RD 285 PICNIC POINT RD 286 SHELBY RD 286 SHELBY RD 287 36/35 AVE W 287 36/35 AVE W 287 36/35 AVE W 288 ASH WY 288 ASH WY 288 ASH WY 288 ASH WY 289 ASH WY 289 ASH WY 299 MANOR WY	BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW LYNNWOOD C/L S/o 164 ST SW	PUGET SOUND BLVD PUGET SOUND BLVD BEVERLY PARK RD BEVERLY PARK RD SR 99 SR 99 MAPLE RD MAPLE RD 134 ST SW 134 ST SW	333 334 250 335 243 256 337 241 247 247 338 249 339 339	56 871 55 1778 1 376 622 604 2078 103 604 424 594 10 133	PICNIC POINT RD MAPLEWOOD AV  BEVERLY PARK SR 99  36 AV W  35 AV W  35 AVE W ASH WY  ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY ASH WY	RD 140 ST SW PICNIC POINT RD SHELBY/PICNIC PT RD SHELBY RD 164 ST SW 156 ST SW 164 ST SW 177 PL SW/MAPLE RD 164 ST SW ASH WY 134 ST SW

	ļ		PRINT DATE					
					ARKITO DE		Notthstathstæetname	
D	290	MANOR WY	164 ST SW	SR 99	342	454	JEFFERSON WAY	MANOR WY
D	291	ADMIRALTY WY	MANOR WY	AIRPORT RD	267	4:	AIRPORT RD	ADMIRALTY WY
	291	ADMIRALTY WY	MANOR WY	AIRPORT RD	341	420	ADMIRALTY WY	MANOR WY
	291	ADMIRALTY WY	MANOR WY	AIRPORT RD	343	139	GIBSON RD	ADMIRALTY WY
ا ر	292	GIBSON RD	BEVERLY PARK RD	SR 99	262	425	BEVERLY PARK RD	GIBSON RD
D	292	GIBSON RD	BEVERLY PARK RD	SR 99	344	1167	SR 99	GIBSON RD
D	292	GIBSON RD	BEVERLY PARK RD	SR 99	i 345		ALEXANDER RD	GIBSON RD
		GIBSON RD/134 ST/4					1	
D I	293	AVE	SR 99	128 ST SW	269	32	4 AV W	128 ST SW
		GIBSON RD/134 ST/4		1200.01			1	
n 1	202	AVE	SR 99	128 ST SW	339	50/	ASH WY	134 ST SW
D		GIBSON RD/134 ST/4	1917.33	120 31 344	333	394	EAST VV I	134 21 244
_			65.00	400 07 011	0.40	400	albeat on	: ADMIDAL WALLES
0		AVE	SR 99	128 ST SW	343	135	GIBSON RD	ADMIRALTY WY
_		GIBSON RD/134 ST/4	00.00	l			<u> </u>	
D :		AVE	SR 99	128 ST SW	344	1167	SR 99	GIBSON RD
		GIBSON RD/134 ST/4	<u> </u>	l		i		
D		AVE	SR 99	128 ST SW	346		E GIBSON RD	GIBSON RD/ ASH WAY
D	294	E GIBSON RD	GIBSON RD	128 ST SW	268	588	GIBSON RD	128 ST SW
			1					
D	294	E GIBSON RD	GIBSON RD	128 ST SW	346	452	E GIBSON RD	GIBSON RD/ ASH WAY
		NORTH RD/2 PL W-						:
0		MEADOW PL SE	164 ST SW	MERIDIAN AVE S	239	101	NORTH RD	164 ST SW
		NORTH RD/2 PL W-				_ <del></del>		
n	i	MEADOW PL SE	164 ST SW	MERIDIAN AVE S	347	605	MERIDIAN AVE SE	MEADOW PL SE
		NORTH RD/2 PL W-					THE TOP WATER OF	THE SOUTH E OF
_		MEADOW PL SE	164 ST SW	MEDIDIANI AVE C	340	404	CACCADIANIAN	44C CT CIM
D	285		104 31 344	MERIDIAN AVE S	348	401	CASCADIAN WY	146 ST SW
		NORTH RD/2 PL W-						:
u .		MEADOW PL SE	164 ST SW	MERIDIAN AVE S	349		CASCADIAN WY	155 ST SE
D		146 ST SWISE	MEADOW RD	CASCADIAN WY	348		CASCADIAN WY	146 ST SW
D		146 ST SW/SE	MEADOW RD	CASCADIAN WY	350	404	MEADOW RD	146 ST SW
1	)	MEADOW RD/MEADOW		1			}	
D i	297	PL SW	146 ST SW	MERIDIAN AVE S	347	595	MERIDIAN AVE SE	MEADOW PL SE
		MEADOW RD/MEADOW					1	
D i	1	PL SW	146 ST SW	MERIDIAN AVE S	350	484	MEADOW RD	146 ST SW
		MERIDIAN AVE S -3					1	<u> </u>
· i	1	AVESE	MEADOW PL SW	SR 96	347	505	MERIDIAN AVE SE	MEADOW PL SE
		MERIDIAN AVE S -3	III.D.BOWTEGIV	517.30	- 347		MERODIAIVAL GE	TREADOWTESE
D		AVE SE	MEADOW DL CIM	69.66	254	400	0 0100	CD CC
<u>-</u>	290	AVE 3E	MEADOW PL SW	SR 96	351	125	3 AV SE	SR 96
_	200	40.00.000.000.000	SR 96 (132 ST SE) (MILL					
D	299	10 DR SE/ELGIN WAY	CREEK C/L/)	EVERETT C/L	352	587	ELGIN WAY	SR 96
_	į		SR 96 (132 ST SE) (MILL		. 1			:
<u>D †</u>	299	10 DR SE/ELGIN WAY	CREEK C/L/)	EVERETT C/L	353	1245	10 DR SE	WALTHAM DR
		1	SR 96 (132 ST SE) (MILL					
D :	299	10 DR SE/ELGIN WAY	CREEK C/L/)	EVERETT C/L	354	769	10th Dr SE	126th St SE
			SR 96 (132 ST SE) (MILL	· · · · · · · · · · · · · · · · · · ·				:
D i	299	10 DR SE/ELGIN WAY	CREEK CALA	EVERETT C/L	355	75	10 DR SE	118TH PL SE
D i		116 ST SE	EVERETT C/L	35 AVE SE			35 AV SE	116 ST SE
5		116 ST SE	EVERETT CIL	35 AVE SE	176			
<b>=</b>	300		PATEING I WE		330	1007	SR 527	116 ST SE
<u>.</u> i	204	27 AVE SE EL CARRES	110/5/2005:05	MERCHANT			97.04.65	: 2400 07 05
D	301	27 AVE SE-EL CAPITAN		WY(EVERETT C/L)	175	154	27 AV SE	100 ST SE
_	B0.4	07 446 06 66		MERCHANT				
D :		27 AVE SE-EL CAPITAN		WY(EVERETT C/L)	357		MONTE CRISTO DR	EL CAPITAN
D		LARCHWY	164 ST SW	TSA F/ 176 ST SW	235		LARCH WY	164 ST SW
D		LARCH WY	164 ST SW	TSA F/ 178 ST SW	359	1092	LARCH WY	178 ST SW
		SNOHOMISH CASCADE		i			SNOHOMISH CASCADE	<u> </u>
D .	310	DR	132 ST SE	PUGET PARK DR	193	1004	DRIVE	134th PLISE
	1.	SNOHOMISH CASCADE		1			SNOHOMISH CASCADE	:
Ð :	310		132 ST SE	PUGET PARK DR	106	2114		PUGET PARK DR
· · · · · · · · · · · · · · · · · · ·				· SOLITAIREA	130	4114		TOOLI FARKDA
0	329	LOWELL LARIMER RD	MARSH RD	EVEDETT On	470	400	MADOL DO	LOWELL LABOURD OF
=···			**************************************	EVERETT C/L	170	400	MARSH RD	LOWELL-LARIMER RD
D	320	I OWELL I VOIDED DO	MADELLED	ENCORTE OF	,_,		000000000000000000000000000000000000000	
Ď			MARSH RD	EVERETT C/L	171		SEATTLE HILL RD	LOWELL-LARIMER RD
<u>-</u>	329	LOWELL LARIMER RD	MARSH RD	EVERETT C/L	172	45	SR-9	BROADWAY AV
	-			i	1			
_ i	į		İ	Î			i	LOWELL SNOHOMISH
	329	LOWELL LARIMER RD	MARSH RD	EVERETT C/L	173	1531	LOWELL-LARIMER RD	RIVER RD
vj		NORTH RD	JONATHON RD	164 ST SW			NORTH RO	176 PL SW
U	334	NONTHIND	100.0.11.011.110		LLO			
D		NORTH RD	JONATHON RD	164 ST SW	230		NORTH RD	SR 524

		PRINT DATE	3/13/03			
HSA	PINE SERVICE OF THE S	IN THE STER CHAPTER	AND RESIDENCE OF THE PARTY.	NEVE OF	ADTIE MODIFISCOLOS IPPENAMES	E ISIVESISITE EN AMET
D	336; 35 AVE SE	GRANNIS RD	168 ST SE	181	857 35 AV SE	168 ST SE
D	336 35 AVE SE	GRANNIS RD	168 ST SE	183	2 35 AV SE	180 ST SE
	336 35 AVE SE	GRANNIS RD	168 ST SE	188		GRANNIS RD
	352 4 AVE W	112 ST SW	EVERETT C/L	275	33 4 AVE W	112 ST SW
(L)	352 4 AVE W	112 ST SW	EVERETT C/L	378	728:4 AVE W	108 ST SW
D	352, 4 AVE W	112 ST SW	EVERETT C/L	379	1973 4 AVE W	SR 99
D	360 148 ST SE	PUGET PARK DR	SEATTLE HILL RD	180	992 SEATTLE HILL RD	148 ST SE
D	360 148 ST SE	PUGET PARK DR	SEATTLE HILL RD	195	2099 PUGET PARK DR	148TH ST SE
D	361 AIRPORT RD	112 ST SW	1,350 ft N of SR 99 (EVT)	266	672 SR 99	AIRPORT RD
D	361 AIRPORT RD	112 ST SW	1,350 ft N of SR 99 (EVT)	282	99 AIRPORT RD	112 ST SW
D	366 121 ST SW	SR 525	BEVERLY PARK RD	261	401 BEVERLY PARK RD	121 ST SW
D	366 121 ST SW	SR 525	BEVERLY PARK RD	382	1212 SR 525	121 ST SW
ε	205 180 ST SE	35 AVE SE	SW COUNTY UGB/.84 MI FROM 35 AVE SE SW COUNTY UGB/.84	183	2 35 AV SE	180 ST SE
Ε	205 180 ST SE	35 AVE SE	MI FROM 35 AVE SE	184	1005 51 AV SE	180 ST SE
E	207 YORK RD/35 AVE SE	SR 524	164 ST SE	181	857 35 AV SE	168 ST SE
E	207 YORK RD/35 AVE SE	SR 524	164 ST SE	183	2:35 AV SE	180 ST SE
E	207 YORK RD/35 AVE SE	SR 524	164 ST SE	187	991 35 AV SE	169 ST SE
E	207 YORK RD/35 AVE SE	SR 524	164 ST SE	188		GRANNIS RD
E	207 YORK RD/35 AVE SE	SR 524	164 ST SE	191	24 YORK RD/39 AVE SE	SR 524
Ë	209 39 AVE SE	228 ST SE	SR 524	190	6 39 AV SE	228 ST SE
E	209; 39 AVE SE	228 ST SE	SR 524	191	24 YORK RD/39 AVE SE	SR 524
E	209 39 AVE SE	228 ST SE	SR 524	393	760 39 AV SE	212 ST SE
	SNOHOMISH				SNOHOMISH	
ε	211 WOODINVILLE RD	KING CO LINE	SR 522 (E8 RAMPS)	192	1440 WOODINVILLE RD	SR 522
E	262 180 ST SE	SR 9	BROADWAY AVE	199	608 BROADWAY AV	180 ST SE
E	262 180 ST SE	SR 9	BROADWAY AVE	200	1271 SR 9	180 ST SE
E	ELLIOTT RD(HIGH 264 BRIDGE RD)	CRESCENT LK RD	FALES RD	211	445 FALES RD	ELLIOT ROAD
l <sub>E</sub>	ELLIOTT RD(HIGH 264 BRIDGE RD)	CRESCENT LK RD	FALES RD	213	363 HIGH BRIDGE RD BROADWAY AV / ELLIOT	CRESCENT LK RD
1	265 FALES/ELLIOT RD	SR 522	BROADWAY AVE	197	427 RD	164 ST SE
	265 FALES/ELLIOT RD	SR 522	BROADWAY AVE	211	445 FALES RD	ELLIOT ROAD
F	265 FALES/ELLIOT RD	SR 522	BROADWAY AVE	·	2141 FALES RD	DOWNEY RD
Ē	266 ECHO LK RD	SR 522	N ECHO LK RD	206	413 ECHO LAKE RD	SR-522
Ē	266 ECHO LK RD	SR 522	N ECHO LK RD	207	797 ECHO LAKE RD	LOST LAKE RD
Ē	268 HIGH BRIDGE RD	KING CO LINE	CRESCENT LK RD	213	363 HIGH BRIDGE RD	CRESCENT LK RD
1	:	MALTBY UGB/MALTBY	31.5535.11.51.115	·		
E	269 PARADISE LK RD	CHRIST, E PROP LINE	KING CO LINE		1284 SR-522	PARADISE LK RD
E	271 228 ST SE	39 AVE SE	SW UGB/ 45TH AVE SE	190	6 39 AV SE	228 ST SE
Ε	271 228 ST SE	39 AVE SE	SW UGB/ 45TH AVE SE	202	697 45 AV SE	228 ST SE
Ε	272 228 ST SE	SW UGB/ 45TH AVE SE	SR 9	202	697 45 AV SE	228 ST SE
E	272 228 ST SE	SW UGB/ 45TH AVE SE MALTBY UGB/.05 MI No	Language and the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the cont	203	31 SR 9 BROADWAY AV / ELLIOT	228 ST SE
E	330 BROADWAY AVE	200 ST SE	164 ST SE	197	427 RD	164 ST SE
E	330 BROADWAY AVE	MALTBY UG8/.05 MI N/o 200 ST SE	164 ST SE	199	608 BROADWAY AV	180 ST SE
E	330 BROADWAY AVE	MALTBY UGB/.05 MI N/o 200 ST SE	164 ST SE	210	428 BROADWAY AV BROADWAY AV / ELLIOT	SR-524
E	331 164 ST SE	SR 9	BROADWAY AVE	197	427 RD	:164 ST SE
E	331164 ST SE	SR 9	BROADWAY AVE	317	28 SR 9	164 ST SE
Ε	350 180 ST SE	SW COUNTY UGB/.84 MI FROM 35 AVE SE	SR 9		1005 51 AV SE	180 ST SE
1	1 )	SW COUNTY UGB/.84		104	(	
E	350 180 ST SE	MI FROM 35 AVE SE	SR 9	200	1271 SR 9	180 ST SE
l <sub>E</sub>	350 180 ST SE	SW COUNTY UGB/.84 MI FROM 35 AVE SE	SR 9	204	165 INTERURBAN BLVD	180 ST SE
_	350 180 ST SE	SW COUNTY UGB/.84 MI FROM 35 AVE SE	SR 9	205	169 SNOHOMISH AV	180 ST SE

			PRINT DATE	3/13/03				
ISA	ឬសូធ	AND MERCATON AMERICA	NOTE OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PR	MARKET CHEST OF STREET	A DECEMBER 19 EVE	DILE	Nonisconstitutiones	SEASWESSIESWESS
				MALTBY UGB/MALTBY	] :			
1				CHRISTIAN E. PROP				!
	354	PARADISE LAKE RD	SR-522	LINE	<u> </u>	1284	SR-522	PARADISE LK RD
_			00.55	MALTBY UGB/.05 MI N/o				
<u> </u>		BROADWAY AVE	SR 524 LOCUST WY	200 ST SE	210		BROADWAY AV LOCUST WY	SR-524
<u> -</u>		228 ST SW	LOCUST WY	BOTHELL C/L	214 215		14 AV W	228 ST SW
Ē		228 ST SW	LOCUST WY	BOTHELL CIL	216		4TH AV W	,228 ST SW  228 ST SW
Ē		LARCHWY	MLT C/L	CYPRESS WY	217		CYPRESS WY(N LEG)	LARCHWY
F		LARCH WY	MLT C/L	CYPRESS WY	218		28 AV W	LARCHWY
F		LARCH WY	MLT C/L	CYPRESS WY	219	415	POPLAR WAY	LARCH WY
								LARCH WY/212TH ST
F	214	LARCH WY	MLT C/L	CYPRESS WY	220	42	LARCH WY	SW
F		LARCH WY	MLT C/L	CYPRESS WY	221		44 AVE W	212TH ST SW
F		204 ST SW	44 AVE W	CYPRESS WY	222		44 AVE W	204 ST SW
F		204 ST SW	44 AVE W	CYPRESS WY	223		LARCH WY	204 ST SW
F		204 ST SW	44 AVE W	CYPRESS WY	224		POPLAR WAY	204 ST SW
F		204 ST SW	44 AVE W	CYPRESS WY	225		CYPRESS WY	204 ST SW
<u> </u>		204 ST SW	44 AVE W	CYPRESS WY	325		28TH AV W	204 ST SW
F		204 ST SW	44 AVE W	CYPRESS WY	383	1472	SR 9	204 ST NE
_	, ,	214 ST SW/DAMSON	216 ST SW (BOTHELL					
F 1	216		C/L)	SR 524	226	438	DAMSON RD	LOGAN RD
_		214 ST SW/DAMSON	216 ST SW (BOTHELL				- <b></b>	
<u> </u> -	216	*	C/L)	SR 524	228	2151	4TH AV W	216TH ST SW
_		214 ST SW/DAMSON	216 ST SW (BOTHELL	on ray	000	_	NORTHBO	00.00
-	216		C/L)	SR 524	230		NORTH RD	SR 524
<u> </u>		NORTH RD	SR 524 SR 524	176 PL SW	229		NORTH RD	176 PL SW
-		NORTH RD LOCKWOOD RD	LOCUST WY	176 PL SW KING CO LINE	230		NORTH RD	SR 524
-		LOCKWOOD RD		KING CO LINE	321		LOCUST WY 14 AV W	LOCKWOOD RD
-		LOCUST WY	KING CO LINE	228 ST SW	322 214		LOCUST WY	LOCKWOOD RD
-		LOCUST WY	KING CO LINE	228 ST SW	321		LOCUST WY	LOCKWOOD RD
F		CYPRESS WY	LARCH WY	SR 524	217		CYPRESS WY(N LEG)	LARCH WY
F		CYPRESS WY	LARCHWY	SR 524	225		CYPRESS WY	204 ST SW
		CYPRESS WY	LARCHWY	SR 524	323		CYPRESS WY	SR 524
		LOGAN RD	LARCH WY	DAMSON RD	217		CYPRESS WY(N LEG)	LARCH WY
		LOGAN RD		DAMSON RD	226		DAMSON RD	LOGAN RD
F	276	LOGAN RD		DAMSON RD	324		LOCUST WAY	LARCH WY
F ;		28 AVE W	LYNNWOOD C/L	LARCHWY	218		28 AV W	LARCH WY
F	277	28 AVE W	LYNNWOOD C/L	LARCH WY	325	515	28TH AV W	204 ST SW
						1	<del></del>	ALDERWOOD MALL
F ;	277	28 AVE W		LARCH WY	326	2135	28TH AV W	PKWY
F !		POPLAR WY /		BRIER C/L	219	415	POPLAR WAY	LARCH WY
F	278	POPLAR WY	LYNNWOOD C/L	BRIER C/L	224	13	POPLAR WAY	204 ST SW
:	-		į į					ALDERWOOD MALL
<u>F</u> ≟	278	POPLAR WY	LYNNWOOD C/L	BRIER C/L	327	1526	POPLAR WY	PKWY
_	:		]	:	i			LARCH WY/212TH ST
F		LARCH WY	**************************************	212 ST SW	220		LARCH WY	SW
<u> </u>		LARCH WY		212 ST SW	223		LARCH WY	204 ST SW
!		84 AVE W		220 ST SW	328		84 AVE W	j220 ST SW
<u></u>		84 AVE W	† · · · · · · · · · · · · · · · · · · ·	220 ST SW	329		84 AVE W	228 ST SW
<u> </u>		228 ST SW	80 AVE W	95 PL W	329		84 AVE W	228 ST SW
<del>-  </del>		228 ST SW 228 ST SW	80 AVE W	95 PL W			92 AV W	228 ST SW
·	201	220 31 344	80 AVE W	95 PL W	331	2152	SR 99	228 ST SW
-	205	LOCUST/CYPRESS WY	220 CT CIM					
<u></u>	303	COCOSTICIFRESS WI	228 51 500	LARCH WY	214	4	LOCUSTWY	228 ST SW
			1 '	LADCULAC	217	000	CADDEGG MANAGE CO.	A ADCUMO
F :	305	I OCHST/CYPRESS MAN	1228 CT CIAI		218	900	CYPRESS WY(N LEG)	:LARCH WY
F_	305	LOCUST/CYPRESS WY	228 ST SW	LARCH WY				
F F							1 OCUST IAO	CVDDECCIAN
F F		LOCUST/CYPRESS WY		LARCHWY	360		LOCUST WY	CYPRESS WY
F F	305	LOCUST/CYPRESS WY	228 ST SW	LARCH WY	360	437		!
F F	305 305	LOCUST/CYPRESS WY	228 ST SW 228 ST SW	LARCH WY	360 361	437 1039	LOCUST WY	VINE RD
F F	305 305	LOCUST/CYPRESS WY	228 ST SW 228 ST SW	LARCH WY	360	437 1039		!
F F	305 305 311	LOCUST/CYPRESS WY LOCUST/CYPRESS WY 14 AVE W	228 ST SW 228 ST SW 228 ST SW	LARCH WY LARCH WY END	360 361 215	437 1039 144	LOCUST WY 14 AV W	VINE RD 228 ST SW
F F F	305 305 311	LOCUST/CYPRESS WY	228 ST SW 228 ST SW 228 ST SW	LARCH WY	360 361	437 1039 144	LOCUST WY	VINE RD
F F F	305 305 311 318	LOCUST/CYPRESS WY LOCUST/CYPRESS WY 14 AVE W 14 AVE W/CARTER RD	228 ST SW 228 ST SW 228 ST SW 228 ST SW	LARCH WY LARCH WY END LOCKWOOD RD	360 361 215 215	437 1039 144 144	LOCUST WY 14 AV W 14 AV W	VINE RD 228 ST SW 228 ST SW
F F F	305 305 311 318	LOCUST/CYPRESS WY LOCUST/CYPRESS WY 14 AVE W 14 AVE W/CARTER RD 14 AVE W/CARTER RD	228 ST SW 228 ST SW 228 ST SW 228 ST SW 228 ST SW	LARCH WY LARCH WY END	360 361 215	437 1039 144 144 976	LOCUST WY 14 AV W 14 AV W 14 AV W	VINE RD 228 ST SW

#### Key Intersections LAST REVISED 1/29/03

			PRINT DATE	3/13/03				1
<b>IISA</b>	DNE	A STREAT AMERICA	INCOME EROMENT	en (Sylvateri <b>c</b> ) i en en e	JUNIANIN	DIE	North South Street Name	a de asivesiste e tranjet
F	332	39 AVE SE	228 ST SE	SR 524	393	760	39 AV SE	212 ST SE
			35 AVE SE/BOTHELL			_	<b></b>	
	333	228 ST SE	C/L	39 AVE SE	190	6	39 AV SE	228 ST SE
	1		35 AVE SE/BOTHELL	1				
,c	333	228 ST SE	C/L	39 AVE SE	373	519	35 AV SE	228 ST SE
F	335	LARCH WAY	SR 524	TSA D/ 178 ST SW	359	1092	LARCH WY	178 ST SW
F	335	LARCH WAY	SR 524	TSA D/ 178 ST SW	374	102	LARCH WAY	SR 524
F	337	YORK RD/35 AVE SE	SR 524	GRANNIS RD	188	1009	35 AV SE	GRANNIS RD
F	337	YORK RD/35 AVE SE	SR 524	GRANNIS RD	191	24	YORK RD/39 AVE SE	ISR 524
F	376	44 AVE W/HAZEL RD	LYNNWOOD C/L	204 ST SW '	383	1472	SR 9	204 ST NE
337	F	YORK RD/35 AVE SE	SR 524	GRANNIS RD	623	191	SR 524	YORK RD
376	F	44 AVE W/HAZEL RD	LYNNWOOD C/L	204 ST SW	1472	383	204 ST SW	HAZEL RD

PRINT DATE

3/13/03

RoadName	From the Market of the	HO CHEST TO SEE STATE	Description	THE DESIGNATION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSON NAMED IN COLUMN TO THE PERSO	<b>建设</b> 存的 D并
35 AV SE	132 ST SE (SR 96)	120 PL SE	Three lane urban design + bike lanes	E.03	W-08
35 AV SE	152 ST SE (Seattle Hill Rd)	132 ST SE (SR 96)	Three lane urban design + bike lanes	E.04	W-09A
35 AV SE	168th ST SE		Intersection Signalization	D.02.14	
39 AV SE	at 228 ST SE		Intersection Signalization	D.02.24	
39 AV SE	207 ST SE	204 SE (SR 524)	Realignment	D.20	W-14A
39 AV SE	SR 524		Intersection Signalization	Included in D.20	S-039
45 AV∕SE	at 228 ST SE		Intersection Signalization	D.02.15	
35 AV W	at 156th ST SW		Intersection Signalization	D.02.12	
112 ST SW	4 AV W	Everett C/L	Five lane urban design + bike lanes	E.07	W-22
112 ST SW	Everett C/L	4 AV W	Five lane urban design + bike lanes		W-21
Beverly Park Road	at SR 525		Intersection Improvements	E.08B	
Beverly Park Road	Airport Road	112 ST SW	Four lane urban section with bike lanes	E.18	
132 ST Ext	Snohomish Cascade Dr	SR 9	Four lane urban section with bike lanes	E.11	N-12
132 ST SE	Seattle Hill Rd	Snohomish Cascade Dr	Five lane urban design + bike lanes.	E.10	W-58
148 ST SW	52 AV W	SR 99	Three lane urban design + bike lanes	D.08A	OS-11
148 ST SW	SR 99	35 AV W	Four lane urban design + bike lanes	D.08A	W-24
148 ST SW	at 35th AV W		Intersection Signalization and Improvements	D.08B	
164 ST SW	Spruce Way	Ash Way	Five lane urban design + bike lanes	E.12	W-25A
180th ST SE	at Brook Blvd		Intersection Signalization	D.02.13	
228th ST SE	at 35th AV SE		Intersection Signalization	City of Bothell Projetct	

PRINT DATE

3/13/03

ReadName: 40.53	momble with the W	To the sea bitter.	Desentition	Market Ri	
228th ST SE	at 39th AV SE		Intersection Signalization		
Lundeen Park Way Ext	SR 9	SR 204	Three lane urban section with bike lanes	E.20	N-08
Marine Dr	19 AV NE	7 DR NW	Three lane urban design + bike lanes	D.15	W-41
Marine Dr	at Waterworks Road		Intersection Signalization	D.02.16	
Shoultes Road (108th ST NE)	at 51st AV NE		Intersection Signalization	D.02,04	
SR 525	1-5	SR 526	Five lane urban design		
SR 99	168th ST SW	148th ST SW	Seven lane urban design	E.34	

## CONDUCTING FUTURE LEVEL-OF-SERVICE ANALYSIS

• Upon submittal, the application for a development required to do future level-of-service analysis must have all of the traffic study elements identified below clearly marked with the same headings as shown below (A - F) and in the same order.

### \_\_ A. Project Identification

Name of Project, Applicant's Name

Identify the preparer of the traffic study: Name, Address, Phone Number, E-Mail, FAX Number

#### B. Location and Access:

- 1. 8 1/2" by 11" vicinity map showing location of subject parcels and nearby arterials
- 2. Access Descriptions. Describe all possible access locations in broad terms as in the following example:

"One possible access will be from the west side of 4th AV W between 108th ST SW and 112th ST SW. Another possible access will be from the north side of 108th ST SW between 4th AV W and Meridian."

3. Access Scenarios. Describe the access scenario(s) used to evaluate level of service.

Option A. Access Worst-Case Scenario. Describe the "worst-case" access scenario in terms of impacts on the level-of-service of the road system. Use the same broad format for describing access as in the following example.

"In terms of impacts on the level-of-service of the road system, the worst case scenario would be if the only access was onto 108th ST SW between 4th AV W and Meridian."

Option B. Alternative Access Scenarios. Instead of describing one "worst-case" access scenario, an applicant may also do all of the level-of-service analysis for different access scenarios as in the following example:

Alternative One: Access Only from 4th AV W.

Alternative Two: Access Only from 108th ST SW.

Alternative Three: Access from both 4th AV W and 108th ST SW.

## \_ C. Trip Generation

Clearly identify all assumptions used for trip generation.

Calculate trip generation for the peak hours of the adjacent street system Describe type of land use (e.g., SFR, MFR, retail, school, church,...)
Assume maximum Size (e.g., 100 lots, 10,000 square feet,...)
Other assumptions discussed at scoping meeting

- 2. Provide clear rationale for any trip reduction percentages proposed.
  - Transportation Demand Management (TDM)
  - Passer By
  - Internal Trip Capture
  - · Existing trips from site
  - Other

	Number on the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second se		Calculate net, maxis	mum, new, peak-hour trips
v	AM pea	k hour of adjacent ro k hour of adjacent ro		
	<del> </del>		A peak-hour trips I peak-hour trips	
D. Trip	Distribu	tion and Assignme	ent	
1.	Public V subs year dete	Vorks will determine sequent application best in the future. The commined that a differe	the expiration date for eased on the analysis. I applicant will be told ig nt horizon year should	nan six years in the future. The certificate of concurrency for the In almost all cases this will be six I, for some reason, Public Works has be used. The applicant may propose and Public Works will consider it.
2.	•	e trip distributions a		
	List futu cond  *  AM trip PM trip	re network assumption currency DPW has identified Conviction will be constructed Assumptions' Provided DPW has identified, but projects. List any other network identifying projects in committed and project distribution and assisticution and assis	ons for year of propose bunty arterials for which a ted within six years. (Att d by DPW.) That list also at should not be considered assumptions. The applications or WS completion will be withing an arment ignment	
,			ervice Area (TSA)	
•	-			nents on Critical Arterial Units rided by Public Works.
2. 1	List any o		units identified by Pu	iblic works on Traffic Study
	Number	Name of .		Limits (From / To)
	1			

3. List all "impacted" critical arterial units.

"Impacted arterial unit" means that based on the development's peak-hour trip assignments, that 3 or more AM or PM peak-hour trips (PHT) are added to the arterial unit in one direction. For each impacted critical arterial unit, show the critical movement(s), e.g., AM NB, PM NB, AM SB, and/or PM SB. See sample list below for recommended format.

Sample List of Impacted Critical Arterial Units and Critical Movements

Arterial Unit	And wind Marie Description	Critical Movements			
ID#	Arterial Unit Description —	Peak Hour	Directions		
332	39th AV SE between 228th ST SE	AM	northbound and southbound		
332	and SR-524	PM	northbound and southbound		
	228 <sup>th</sup> ST SE between 39 <sup>th</sup> AV SE	AM	eastbound and westbound		
333	and 35th AV SE	PM	eastbound and westbound		

## F. Level of Service Analysis for Impacted Critical Arterial Unit Movements

1. List key Intersections for impacted critical arterial unit (indicate Intersection ID#, Major Leg, Minor Leg)

Sample List of Key Intersections for Impacted Critical Arterial Units

Arterial Unit ID#	Key Intersection ID#	Major Leg	Minor Leg
	190	228 ST SE	39 AVE SE
332	191	SR 524	39 AVE SE
	393	39 AVE SE	212 ST SE
333	190	228 ST SE	39 AVE SE
333	373	35 AVE SE (BTHL)	228 ST SE



2. Obtain current AM and PM peak hour counts for each key intersection on impacted critical arterial units.

Attach count sheet (8 1/2 by 11") with traffic study

Show source and date of count

Most counts are available from Maxine Ponds, Traffic Operations, (425) 388-3117, maxine.ponds@co.snohomsh.wa.us. If Maxine is not available, try Jean Rowe at (425)388-3488 extension 4532 or jean.rowe@co.snohomish.wa.us.

To request a count from Maxine or Jean provide the following information:

- Intersection ID#.
- TSA,
- · Major Leg, and
- Minor Leg.
- 3. Attach copy of pipeline inventory reports obtained from Public Works for each key intersection. The information in the pipeline forecast report will be valid for ninety days from the date of the report, except as shown in the next section:

- 4. Adjustments to the Pipeline Inventory
  - 1. DPW will provide the developer with trip distributions from any other large developments (over 50 PHT) added to the inventory during the 90-day period. To be deemed concurrent, the subject developer will have to either add these other large developments to the forecast, or provide with the submittal of the traffic study other analysis showing that the additional trips will not cause the LOS to fall below the adopted standard, PROVIDED, the subject developer will not have to consider any other large developments whose concurrency inventory date is less than 30 days prior to the subject development's submittal date. The traffic study needs to document compliance with this section.
  - 2. The applicant can propose subtractions from the pipeline Inventory with written supporting documentation. For example, a copy of a certificate of occupancy for a development showing that it was occupied as of the date of the traffic count for a particular key intersection.
- 5. <u>Traffic Volumes for Three Scenarios:</u> Calculate traffic volumes for all turning movements at each key intersection for impacted critical arterial unit movement for three different scenarios:
  - 1. Current Traffic Volumes: Existing traffic volumes from recent counts
  - 2. <u>Future Traffic Volumes without Development</u>: Existing traffic volumes plus future traffic volumes from the pipeline inventory
  - 3. <u>Future Traffic Volumes with Development</u>: Existing traffic volumes plus future traffic volumes from the pipeline inventory plus future traffic volumes from the development.
- 6. Show future traffic volumes in tabular format as in the following example.

Future Traf	Future Traffic Volumes for Intersection #169, SR-9 @ Marsh Road, AM Peak Hour											
Intersection ID# 169	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Current Counts	25	35	22	54	65	18	38	156	65	25	458	237
Pipeline Forecasts	5	7	4	11	13	4	8	31	13	5	92	47
Subtotal (Total without, Project)	30	42	26	65	78	22	46	187	78	30	550	284
Project Trips	0	2	0	4	6	2	0	0	3	1	0	0
Total Forecast with Project	30	44	26	69	84	24	46	187	81	31	550	284

- 7. Show classification of impacted critical arterial unit (provided by County) (e.g., Cat 2 > 40, Cat 1 Sub, etc.)
- 8. Determine which LOS standard applies to each impacted critical arterial unit. For urban arterial units the following applies:

Calcooy#	ARAU S	DESCRIPTION	LOS	tose	ios	Tosi	Lose	Los	
Cat 1 Urb	:			>= 24	1			< 10	
Cat 1 Sub		Category 1, Suburban			-	-		< 13	

For Rural Arterial Units see Attachment C to Procedure 4210 available from DPW.

	escribe	e methodology and/or software to be used for each impacted critical arterial
unit		
		Synchro
		Highway Capacity Software
		Other with written permission of Concurrency Manager

- 10. For each impacted critical arterial unit movement, estimate current average peak hour directional travel speeds based on travel time studies using average car method. Attach copy of summary sheet. Will be provided by Public Works if available. Contact Jean Rowe at (425)388-3488 extension 4532 or <a href="mailto:jean.rowe@co.snohomish.wa.us">jean.rowe@co.snohomish.wa.us</a> or alternatively contact Maxine Ponds, Traffic Operations, (425) 388-3117, maxine.ponds@co.snohomsh.wa.us
- 11. Demonstrate the calibration of current conditions.

Base the link speeds in the arterial LOS models (e.g. SYNCHRO "Flow Speed") on measured speeds between intersections from the travel time studies discussed in step 10 above as opposed to posted speed. Free-flow speeds (50th percentile speeds) may be used absent better information.

Research, document and use in the modeling the current signal phasing and timing for any key intersections that are already signalized. Contact Jean Rowe at (425)388-3488 extension 4532 or jean.rowe@co.snohomish.wa.us or alternatively contact Maxine Ponds, Traffic Operations, (425) 388-3117, maxine.ponds@co.snohomsh.wa.us

Provide DPW with worksheets showing final calibrated base run and network assumptions. Note: for some arterial units with significant improvements programmed for the next six years, (e.g., 35th AV SE from SR-96 to Seattle Hill Road), and with prior approval from Public Works, a "qualitative" calibration of existing conditions may be acceptable.

12. Estimate future travel speeds for:

<u>Future Traffic Volumes without Development</u>: Existing traffic volumes plus future traffic volumes from the pipeline inventory

<u>Future Traffic Volumes with Development</u>: Existing traffic volumes plus future traffic volumes from the pipeline inventory plus future traffic volumes from the development.

13. Document the assumptions and results. Provide the applicable reports from the modeling software including, but not limited to:

Intersection reports for key intersections. Arterial-level reports

- 14. Provide the final LOS model in electronic format (e.g., Synchro model for the different scenarios)
- 15. Summarize level-of-service (LOS) determination for all three scenarios. Indicate whether or not LOS meets the adopted County standard.

Sample Table Showing LOS Determinations

	LOS Determination Scenario Three: Future Volumes with Development											
Arterial Unit ID#	Critical Peak Hours	Critical Directions	Category of Arterial Unit	LOS Standard	Speed Threshold to Achieve	Estimated Travel Speed (miles per	Meet or Exceed Standard?	Estimated Level of Service				

					LOS Standard	hour)		
332	АМ	Northbound	Cat 1 Sub	LOSE	>= 13	25	Yes	LOS C
		Southbound	Cat 1 Sub	LOSE	>= 13	15	Yes	LOS E
	РМ	Northbound	Cat 1 Sub	LOS E	>= 13	10	No	LOSF
		Southbound	Cat 1 Sub	LOS E	>= 13	35	Yes	LOS A

#### Critical Arterial Units LAST REVISED 8/20/02

PRINT DATE:

3/13/03

means may be critical and "X" means is critical (future LOS analysis needed either way), "AUIA" means in arrears

TSA	UNIT #	ARTERIAL UNIT NAME	R/U	AM nb/eb	AM sb/wb	PM nb/eb	PM sb/wb
Α	147	67 AV NE from 108 ST NE to 2020' S/O SR 531	R		*		*
Α	138	140 ST NE/NW from 46 AV NW to 23 AV NE	R	*		*	
Α	139	140/Stimpson/136 ST NE from 23 AV NE to Marysville C/L	R	х		×	
А	163	Marine DR from 19th AV NE to I-5	υ			x	
Α	102	Pioneer Highway from 300 ST NW to Sno/Skagit C/L	R		*		*

TSA	UNIT #	ARTERIAL UNIT NAME	R/U	AM nb/eb	AM sb/wb	PM nb/eb	PM sb/wb
В	238	20 ST SE from SR 204 to SR 9	U		*	x	
В	316	20 ST SE from SR 9 to S Lk Stevens Rd	U		AUIA		х
В	317	91 AVE SE from 20 ST SE to SR-204	U	*	*	х	х
В	256	Bunk Foss Road from South Machias to SR-9	R	×	AUIA	х	AUIA
В	175	Lake View Dr/20th from Lundeen Pk Wy To Lk Stevens C/L	Ü		*		*
8	172	Lundeen Park Wy from SR 9 to Callow Rd	U		*		*
В	180	Machias Cut-Off/S Mach Rd from Lk Stev UGB to OK Mill	R		*		*
В	181	Ok Mill/Creswell Rd from S Machias Rd to Dubuque Rd	R		*		*
В	187	S Machias Rd from SR 2 to Machias Cutoff	R		*		*
В	342	Vernon Rd from Lundeen Parkway to Lake Stevens C/L	U		*		

TSA	UNIT #	ARTERIAL UNIT NAME	R/U	AM nb/eb	AM sb/wb	PM nb/eb	PM sb/wb
С	237	92 ST SE from 88 ST SE to W end Bridge #633	R			х	
С	235	Airport Way from 99th AV SE to Snhomish C/L	U			х	
С	353	Airport Way from 99th AV SE to SR-9	U		AUIA	х	AUIA
С	261	Broadway AV from 164 ST SE to SR 9	R			*	
С	307	Lowell Sno.River Rd from Snohomish UGB to Airport Wy	U			*	
С	198	Marsh Rd from Lowell Larimer Rd to SR 9	R	х		×	

#### Critical Arterial Units LAST REVISED 8/20/02

PRINT DATE:

3/13/03

means may be critical and "X" means is critical (future LOS analysis needed either way), "AUIA" means in arrears

TSA	UNIT #	ARTERIAL UNIT NAME	R/U	AM nb/eb	AM sb/wb	PM nb/eb	PM sb/wb
D	352	4 AVE W from 112 ST SW to EV C/L	U		х		x
Đ	229	4 AVE W from 128 ST SW to 112 ST SW	U		x		×
D	204	35 AV SE from 168 ST SE to Seattle Hill Rd	U	,		×	
D	203	35 AV SE from Seattle Hill Rd to SR 96	U			х	
D	336	35th AV SE from Grannis Road to 168th ST SE	U	*		*	
D	287	36 AV W/35 AV W from Lynnwood C/L to SR 99	U		*		*
D	230	112 ST SW from Everett C/L to Everett C/L	U			х	х
D	259	132 ST SE from Snoh Cascade Drive to Seattle Hill Road	U		x		х
Đ	219	164 ST SW from Lynnwood C/L to I-5 (NB Ramps)	U	х	*	x	х
D	228	Airport Road/128 ST SW from SR-99 to I-5	U				х
D	227	Beverly Park Rd from SR 525 to Airport Rd	U				х
D	202	Seattle Hilt Road from 35th AV SE to 132nd ST SE	U			x	

TSA	UNIT #	ARTERIAL UNIT NAME	R/U	AM nb/eb	AM sb/wb	PM nb/eb	PM sb/wb
Е	262	180 ST SE from SR 9 to Broadway AV	R	x	AUIA	х	AUIA
E	350	180 ST SE from SW County UGB to SR-9	R	×		AUIA	
Е	272	228 ST SE from SW UGB/ 45th AV SE to SR 9	R	AUIA		AUIA	
Ε	330	Broadway AV from Maltby UGB to 164 ST SE	R		*		*
Ë	354	Paradise Lake Road from Maltby UGB to SR-522	U		x		×

TSA	UNIT #	ARTERIAL UNIT NAME	R/U	AM nb/eb	AM sb/wb	PM nb/eb	PM sb/wb
F	333	228th ST SE from Bothell C/L (35 AV SE) to 39th AV SE	U	<del></del>	х		х
F	215	Hazel Rd/204 ST SW from 44 AV W to Cypress Wy	U	*	*	*	*
F	214	Larch Way from MTLK C/L to Cypress Way	U			x	
F	278	Poplar Wy from Lynnwood C/L to Larch Wy	U	*		*	

Y.S.Y	*e)8fft	har-surviva	Fight 1	m. (Single-fill		AND RESERVED AND ADDRESS.	Womlin Posi
A	101	OLD PACIFIC HWY	STANWOOD UGB/276 ST NW	PIONEER HWY	R	Category 2, > 40 mph	, c
1	102	PIONEER HIGHWAY	300 ST NW	SNO/SKAGIT COUNTY LINE	R	Category 2, > 40 mph	С
		300 ST NW	PIONEER HWY	STANWOOD UGB/.42 MI. E. OF	] _		_
A	103			PIONEER HWY	<del> </del>	Category 2, > 40 mph	<u>C</u>
A	104	PIONEER HIGHWAY	STANWOOD C/L	300 ST NW	R	Calegory 2, > 40 mph	<u>C</u>
1.1	105	300 ST NW	STANWOOD UGB/.42 MI. E/o	OFD 88 M	R	Calegory 2, > 40 mph	С
<u> </u>		TC AVC NIMI	300 ST NW	SNO CO LINE/332 ST NW		Calegory 2, > 40 mph	
	106	76 AVE NW	STANWOOD UGB/0.6 Mt S/o 300 ST	510 00 1112332 51111	ļ !	Category 2, - 45 mpm	·
	107	68 AVE NW	NW	332 ST NW	R	Calegory 2, > 40 mph	С
			OZO CZ ANAL	STANWOOD UGB/0.6 MI SO OF 300			2
A !	108	68/70/72 AVE NW	276 ST NW	ST NW	R	Calegory 2, =< 40 mph	C
A	109	300 ST NE/NW	OLD 99 N	15 AVE NE	R	Category 2, =< 40 mph	С
Α	110	28 AVE NW	OLD 99 N	SR 532	R	Category 2, =< 40 mph	С
Α	151	OLD 99 N/12 AV NW	SR 532	300 ST NW	R	Calegory 2, > 40 mph	c
Α	112	268 ST NE/15 AV NE	300 ST NE	STANWOOD BRYANT RD	R	Category 2, =< 40 mph	C
Α	113	STANWOOD BRYANT RD	I-5 N-BND ON/OFF RAMPS	SR 9	R	Category 2, > 40 mph	Ç
A	114	SUNDAY LK RD	12 AVE NW	SR 532	R	Category 2, =< 40 mph	С
Α	115	W SUNDAY LK RĐ	SR 532	25 AVE NW	R	Category 2, =< 40 mph	С
Α	116	GRANDVIEW RD	SR 9	115 AVE NE	R	Category 2, =< 40 mph	C
A	117	PIONEER HIGHWAY E	I-5/S-BND ON/OFF RAMP	STANWOOD UGB/ STANWOOD C/L	R	Category 2, > 40 mph	C
A	118	MARINE OR	LAKEWOOD RD	STANWOOD UGB/ STANWOOD C/L	R	Category 2, > 40 mph	С
A	119	NORMAN RD/236 ST NE/NW	MARINE DR	1-5	R	Category 2, =< 40 mph	c
A	120	236 ST/19 AVE/252 ST NE	I-5/N-BND ON RAMP	SR 9	R	Category 2, > 40 mph	C
A	121	JIM CREEK RD	SR 530	LK RILEY RD	R	Category 2, > 40 mph	С
A	122	115 AVE NE	SR 530	228 ST NE	R	Category 2, =< 40 mph	C
A	123	ARL HTS/WALLITNER RD	JORDAN RD	JIM CREEK RD	R	Category 2, > 40 mph	С
A		HAPPY HOLLOW/VALLEY	MARINE DR	PIONEER HWY	R	Category 2, =< 40 mph	С
$\Lambda$	125	FRANK WATERS RD	LAKEWOOD RD	MARINE DR	R	Calegory 2, > 40 mph	C
A	126	40 AVE NW-HAPPY VALLEY	SR 531 (LAKEWOOD RD)	220 ST NW	R	Calegory 2, > 40 mph	С
1	127	3 AVE NE-SILL RD	SR 531 (172 ST NE	PIONEER HWY	R	Calegory 2, > 40 mph	С
	128	SMOKEY PT BLVD	188 ST NE	200 ST NE	U	Calegory 1, Suburban	E
, <del>, , ,</del>	······	MARINE DR	64 ST NW	LAKEWOOD RD(188 ST NW)	···	Category 2, > 40 mph	C
A		LAKEWOOD RD	MARINE DR	SR 531	<b>€</b>	Calegory 2, > 40 mph	c
A		W LK GOODWIN RD	46 AVE NW	LAKEWOOD RD	R	Category 2, =< 40 mph	C
A		E LK GOODWIN/46 AVE NW	140 ST NW	WENBERG ST PK ENT	R	Calegory 2, =< 40 mph	C
A	135	16 AVE NW/WILLOW/MCRAE	140 ST NW	SR 531	*	Calegory 2, =< 40 mph	C
Ã	136	23 AVE NE/FORTY-FIVE	140 ST NW	SR 531	R	Category 2, > 40 mph	С
A	137	KAYAK PT RD/140 ST NW	MARINE DR	46 AVE NW	Ŕ	Calegory 2, > 40 mph	C
A	138	140 ST NE/NW	46 AVE NW	23 AVE NE	R	Category 2, > 40 mph	¢
A	139	140/STIMPSON/136 ST NE	23 AVE NE	MARYSVILLE C/L	R	Calegory 2, > 40 mph	С
A		152 ST NE	MARYSVILLE C/L	51 AVE NE	1	Category 2, > 40 mph	c
		***************************************	S. OF 152ND ST NE (MARYSVILLE				
Α	142	51 AVE NE	CA)	2063.05' S/o SR 531	R	Calegory 2, =< 40 mph	C
Α	143	136 ST NE	MARYSVILLE C/L	51 AVE NE	U	Category 1, Suburban	E
Α	144	SHOULTES/51 AVE NE	MARYSVILLE C/L	136 ST NE	U	Calegory 1, Suburban	E
Α	145	108 ST NE	51 AVE NE	67 AVE NE	Ų	Calegory 1, Suburban	E
A	146	132 ST NE	51 AVE NE	ARL-MARY UGB/ E/o 58TH DR NE	U	Category 1, Suburban	E
A	147	67 AVE NE	108 ST NE	2020' S/o SR 531	R	Category 2, > 40 mph	c
Α	148	100 ST NE	MARYSVILLE C/L	67 AVE NE	U	Category 1, Suburban	Ε
۸	149	88 ST NE	MARYSVILLE C/L	MARYSVILLE C/L	<del></del>	Category 1, Suburban	E
Λ	150	132 ST NE/99 AVE NE	SR 9	116 ST NE	R	Category 2, =< 40 mph	c
Α	152	84 ST NE	MARYSVILLE C/L	SR 9	U	Category 1, Suburban	E
A	161	MARINE DR	19 AVE NE	64 ST NW	ŧ	Category 2, > 40 mph	C
A	162	27 AVE NE	MARINE DR NE	END OF CO RD	•	Category 2, =< 40 mph	c
Α	163	MARINE DR NE	1-5	19 AVE NE	····	Category 1, Suburban	E
A	165	71/67 AVE NE/44 ST NE	SOPER HILL RD	MARYSVILLE C/L	\$	Category 2, =< 40 mph	·····c
A		SOPER HILL RD	71 AVE NE	SR 9	•	Category 1, Suburban	£
A		67 AVENE	MARYSVILLE CAL	108 ST NE		Category 1, Suburban	٤
			PIONEER HWY (STAN UGB) / 300 ST				• • • •
ì	l l	DETTURE DO	1	IOLD BACIEIC WIND			
.]	240	DETTLING RD 152 ST NE	NW 51 AVE NE	OLD PACIFIC HWY		Category 2, =< 40 mph Category 2, > 40 mph	<u> </u>

A 222   108 ST NE	
A 249 JA AVE NE ST NEAT AV NE SMOKEY PT BLVD S. OF 166TH PLN E (ARLINGTON CA) R. Calegory 2, 2-40 mph.  A 249 JB ST NEAT AV NE SMOKEY PT BLVD S. OF 166TH PLN E (ARLINGTON CA) R. Calegory 2, 2-40 mph.  A 250 JORDAN/ARLINGTON HTS SR S30 W. ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST NE ST	C
A 249   188 ST NEAT AV NE	h C
A 250 4748 DR NE MARYSVILLE CR. 84 ST NE U Category 1, 5 obstitus 1 A 250 JORDAN/ARLINGTON HTS SR 350 TSA GLOS M NIO 148 ST NE (PVT RD) Category 1, 5 obstitus 1 A 321 BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD BURN RD	
A 320   JORDANARTINGTON HTS	С
A 320 JORGAMARINATION FILS  A 321 BURN RD  A 321 BURN RD  BURN RD  BURN RD  BURN RD  A 221 BURN RD  BURN RD  BURN RD  BURN RD  BURN RD  A 231 BURN RD  ARINGTON CCL  ARINGTON CCL  ARINGTON CC. (201 ST NE)  RC  Category 2, - 40 mph  A 349 MT LOOP HWY  PAYLEMENT  A 349 ST SKOKEY PT BLUD  200 ST NE  SR 530  SR 530  BR 53 ST SKOKEY PT BLUD  200 ST NE  SR 530  SR 531  SR 531  SR 531  RC  Category 2, - 40 mph  A 349 ST SKOKEY PT BLUD  200 ST NE  SR 530 ST RE  SR 530 ST RE  SR 530 ST RE  SR 530 ST RE  AT RR XING)  A 340 ST SKOKEY PT BLUD  200 ST NE  SR 531  RC  Category 2, - 40 mph  A 340 ST SKOKEY PT BLUD  200 ST NE  B 134 AT SOS R 531  SR 531  RC  Category 2, - 40 mph  RC  Category 2, - 40 m	E .
A 321   BURN RD	С
A 349 MT LOOP HWY	, c
A 349 MILLOUP HIVY PALVEMENT UNKNOWN PALVEMENT OF A 349 MILLOUP HIVY DELVO 200 ST NE SR 503 R Category 2, 3-40 mph A 359 ST AVE NE 136TH ST NE SR 503 R Category 2, 3-40 mph A 362 ST AVE NE 1394 AVE NE 1394 AVE NE 1394 AVE NE 1394 AVE NE 1394 AVE NE 1394 AVE NE 1394 AVE NE 1394 AVE NE 1394 AVE NE 1394 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE NE 1395 AVE	; <b>C</b>
A 359   S1 AVE NE	c
A 359 31 AVE NE 1391.1 SI NE 1394.1 SOS R 331 SR 531 SR 531 R Category 2, 940 mph   B 129 JORDAM RO GRANTE FALLS UGBV 04 MISVO RD RD RD RD RD RD RD RD RD RD RD RD RD	C
B   120   JORDAM RO   GRANITE FALLS UGB/ 04 MI S/o   RO   Category 2, > 40 mph	ı E
B 129 JORDAN RO BERGAN RD RD RD R Category 2, ≥ 40 mph B 130 159 AVE NEBURN RD 100 ST NE SERVICE RD R Category 2, ≥ 40 mph B 151 199 AVE NE B 45 T NE SR 9 SR 9 SR 9 R Category 2, ≥ 40 mph B 153 84 ST NE SR 9 SR 9 SR 9 R Category 2, ≥ 40 mph B 154 152 AVE NE SR 9 SR 9 SR 9 R 22 R Category 2, ≥ 40 mph B 155 100 ST NE SR 9 SR 9 SR 9 R 25 NE R Category 2, ≥ 40 mph B 155 100 ST NE SR 9 SR 9 SR 9 R 25 NE R Category 2, ≥ 40 mph B 155 100 ST NE SR 9 SR 9 SR 9 SR 9 R 24 ST NE R Category 2, ≥ 40 mph B 156 159 AVE NE SR 9 SR 9 SR 9 SR 9 R 24 ST NE R Category 2, ≥ 40 mph B 156 159 AVE NE SR 9 SR 9 SR 9 SR 9 R 24 ST NE R Category 2, ≥ 40 mph B 157 NT LOOP HWY GRANITE FALLS UGB MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R Category 2, ≥ 40 mph MONTE CRISTO RD R CATEGORY 2, ≥ 40 mph MONTE CRISTO RD R CATEGORY 2, ≥ 40 mph MONTE CRISTO RD R CATEGORY 2, ≥ 40 mph MONTE CRISTO RD R CATEGORY 2, ≥ 40 mph MONTE CRISTO RD R CATEGORY 2, ≥ 40 mph MONTE CRISTO RD R CATEGORY 2, ≥ 40 mph MONTE CRISTO RD R CATEGORY 2, ≥ 40 mph MONTE CRISTO RD R CATEGORY 2, ≥ 40 mph MONTE CRISTO RD R CATEGORY 2, ≥ 40 mph MONTE CRISTO RD R CATEGORY 2, ≥ 40 mph MONTE CRISTO RD R CATEGORY 2, ≥ 40 mph MONTE CRISTO RD R CATEGORY 2, ≥ 40 mph MONTE CRISTO RD R CATEGORY 2, ≥ 40 mph MONTE CRISTO RD R CATEGORY 2, ≥ 40 mph MONTE C	
B   120   159 AVE NE/BURN RD   100 ST NE   SERVICE RD   R   Category 2, > 40 mph	;
B 151 99 AVE NE	
B	·-·················
B   154   123 AVE NE/44 ST NE	er fra i e i
B	<del></del>
B   155   100 ST NE	
B         156         163 AVE NE         84 ST NE         100 ST NE         R         Category 2. ≈ 40 mph           B         157         MT LOOP HWY         GRANITE FALLS UGB         MONTE CRISTO RD         R         Category 2. ≈ 40 mph           B         158         LK ROESIGERMENZEL LAKE RD         4 ST NE / TSA B & C BOUNDARY         GRANITE FALLS UGB O.36 MI NWO WAITE RD         R         Category 2. ≥ 40 mph           B         159         ROSE MENZEL RD         GRANITE FALLS UGB         SCHERRER RD         R         Category 2. ≥ 40 mph           B         160         NEWBERG RO-ROBE MENZEL         OK MILL RD         SCHERRER RD         R         Category 2. ≥ 40 mph           B         160         NEWBERG RO-ROBE MENZEL         OK MILL RD         MARYSVILLE C/L         R         Category 2. ≥ 40 mph           B         160         NEWBERG RO-ROBE MENZEL         OK MILL RD         MARYSVILLE C/L         R         Category 2. ≥ 40 mph           B         160         SUNNYSIDE BLVD         SOPER HILL RD         MARYSVILLE C/L         R         Category 2. ≥ 40 mph           B         167         83 AVE NE         SOPER HILL RD         MARYSVILLE C/L         R         Category 2. ≥ 40 mph           B         169         190         SOPER HILL RD <td>h C</td>	h C
B	
B         158         LK ROESIGERMENZEL LAKE RD         4 ST NE / TSA B & C BOUNDARY WAITE RD         GRANITE FALLS UGB         Calegory 2. → 40 mph           B         159         ROBE MENZEL RD         GRANITE FALLS UGB         SCHERRER RD         R         Calegory 2. → 40 mph           B         160         NEWBERG RD-ROBE MENZEL         OK MILL RD         SCHERRER RD         R         Calegory 2. → 40 mph           B         164         SUNNYSIDE BLVD         SOPER HILL RD         MARYSVILLE CAL         R         Calegory 2. → 40 mph           B         166         SUNNYSIDE BLVD         SOPER HILL RD         MARYSVILLE CAL         R         Calegory 2. → 40 mph           B         167         83 AVE NE         SOPER HILL RD         END         R         Calegory 2. → 40 mph           B         169         UNDEEN PARK WY EXT         SR 9         END         U Calegory 1. Subustan           B         170         SOPER HILL RD         LUNDEEN PARK WY         SR 9         U Calegory 1. Subustan           B         170         SOPER HILL RD         LUNDEEN PARK WY         R         Calegory 2. → 40 mph           B         172         LUNDEEN PARK WY         SR 92         LUNDEEN PARK WY         R         Calegory 2. → 40 mph           B<	··
B   159   ROBE MENZEL RD   GRANITE FALLS UGB   SCHERRER RD   R   Category 2, > 40 mph	
160   NEWBERG RD-ROBE MENZEL   OK MILL RD   SCHERRER RD   R   Category 2, =< 40 mph	
164   SUNNYSIDE BLVD   SOPER HILL RD   MARYSVILLE C/L   R   Category 2, =< 40 mph	
B   165   SUNNYSIDE BLVD	
B         160         LUNDEEN PARK WY EXT         SR 9         END         U         Category 1, Suburban           B         170         SOPER HILL RD         LUNDEEN PARK WY         SR 9         U         Category 1, Suburban           B         172         LUNDEEN PARK WY         SR 9         CALLOW RD         U         Category 1, Suburban           B         173         99 AVE NE         SR 92         LUNDEEN PARK WY         R         Category 2, ≥ 40 mph           B         174         CALLOW RD         LUNDEEN PARK WY         SR 92         R         Category 2, ≥ 40 mph           B         175         LAXE VIEW DR/20 ST NE         LUNDEEN PARK WY         LK STEVENS CA.         U         Category 2, ≥ 40 mph           B         175         LAXE VIEW DR/20 ST NE         LUNDEEN PARK WY         LK STEVENS UGB         R         Category 2, ≥ 40 mph           B         175         LAXE VIEW DR/20 ST NE         LUNDEEN PARK WY         LK STEVENS UGB         R         Category 2, ≥ 40 mph           B         175         LAXE STEVENS RD         NACHAS CUTOFF         LK STEVENS UGB         R         Category 1, Suburban           B         179         S LK STEVENS RD         NACHAS CUTOFF RD         20 ST SE         LK STEVENS UGB	C
B   170   SOPER HILL RD	n C
B         172         LUNDEEN PARK WY         SR 9         CALLOW RD         U Category 1, Suburban           B         173         99 AVE NE         SR 92         LUNDEEN PARK WY         R Category 2, ≥ 40 mph           B         174         CALLOW RD         LUNDEEN PARK WY         SR 92         R Category 2, ≥ 40 mph           B         175         LAKE VIEW DRZ0 ST NE         LUNDEEN PARK WY         LK STEVENS CA.         U Category 1, Suburban           B         176         SAN MACHIAS RD         OK MILL RD         LK STEVENS CA.         U Category 1, Suburban           B         177         SE LK STEVENS RD         MACHIAS CUTOFF         LK STEVENS CA.         U Category 1, Suburban           B         178         SAN DAVIES RD         S LK STEVENS RD         VERNON RD         U Category 1, Suburban           B         179         S LK STEVMACHIAS CUT-OFF RD         20 ST SE         LK STEVENS UGB         U Category 1, Suburban           B         180         MACHIAS CUT-OFF/S MACHIAS RD         LK STEVENS UGB         OK MILL RD         R Category 2, =< 40 mph	E
B         173         99 AVE NE         SR 92         LUNDEEN PARK WY         R         Category 2, =< 40 mph           B         174         CALLOW RD         LUNDEEN PARK WY         SR 92         R         Category 2, > 40 mph           B         175         LAKE VIEW DR/20 ST NE         LUNDEEN PARK WY         LK STEVENS CA.         U         Category 1, Suburban           B         176         S/N MACHIAS RD         OK MILL RD         LK STEVENS UGB         R         Category 2, > 40 mph           B         177         S/E LK STEVENS RD         MACHIAS CUTOFF         LK STEVENS CA.         U         Category 1, Suburban           B         178         S/N DANIES RD         S LK STEVENS RD         VERNON RD         U         Category 1, Suburban           B         179         S LK STEVENS RD         VERNON RD         U         Category 1, Suburban           B         180         MACHIAS CUT-OFF RD         20 ST SE         LK STEVENS UGB         U         Category 1, Suburban           B         180         MACHIAS CUT-OFF/S MACHIAS RD         LK STEVENS UGB         OK MILL RD         R         Category 2, =< 40 mph	E
B   174   CALLOW RD	E
B   175   LAKE VIEW DR/20 ST NE	h C
B         176         S/N MACHIAS RD         OK MILL RD         LK STEVENS UGB         R         Category 2, > 40 mph           B         177         S/E LK STEVENS RD         MACHIAS CUTOFF         LK STEVENS C/L         U         Category 1, Suburban           B         178         S/N DAVIES RD         S LK STEVENS RD         VERNON RD         U         Category 1, Suburban           B         179         S LK STEVMACHIAS CUT-OFF RD         20 ST SE         LK STEVENS UGB         U         Category 1, Suburban           B         180         MACHIAS CUT-OFF/S MACHIAS RD         LK STEVENS UGB         OK MILL RD         R         Category 2, =< 40 mph	C
B         177         SÆLK STEVENS RD         MACHIAS CUTOFF         LK STEVENS C/L         U Category 1, Suburban           B         178         S/N DAVIES RD         S LK STEVENS RD         VERNON RD         U Category 1, Suburban           B         179         S LK STEVMACHIAS CUT-OFF RD         20 ST SE         LK STEVENS UGB         U Category 1, Suburban           B         180         MACHIAS CUT-OFF IS MACHIAS RD         LK STEVENS UGB         OK MILL RD         R Category 2, =< 40 mph	1 E
B         178         S/N DAVIES RD         S LK STEVENS RD         VERNON RD         U Category 1, Suburban           B         179         S LK STEV/MACHIAS CUT-OFF RD         20 ST SE         LK STEVENS UGB         U Category 1, Suburban           B         180         MACHIAS CUT-OFF/S MACHIAS RD         LK STEVENS UGB         OK MILL RD         R Category 2, =< 40 mph	С
B         179         S LK STEV/MACHIAS CUT-OFF RD         20 ST SE         LK STEVENS UGB         U Category 1, Suburban           B         180         MACHIAS CUT-OFF/S MACHIAS RD         LK STEVENS UGB         OK MILL RD         R Category 2, ≈< 40 mph	
B         180         MACHIAS CUT-OFF/S MACHIAS RD         LK STEVENS UGB         OK MILL RD         R         Category 2, =< 40 mph           B         181         OK MILL/CRESWELL RD         S MACHIAS RD         DUBUQUE RD         R         Category 2, =< 40 mph	. E
B         181         OK MILL/CRESWELL RD         S MACHIAS RD         DUBUQUE RD         R         Category 2, =< 40 mph           B         182         CARLSON RD/171 AVE SE         OK MILL RD         THREE LAKES RD/TSA BOUNDARIES B/C         R         Category 2, =< 40 mph	<u>.</u> E :
B   182   CARLSON RD/171 AVE SE   OK MILL RD   THREE LAKES RD/TSA   BOUNDARIES B/C   R   Calegory 2, =< 40 mph	h C
B         182         CARCSON RD/174 AVE SE         OK MILL RD         BOUNDARIES B/C         R         Calegory 2, =< 40 mph           B         183         20 ST SEWILLIAMS RD         S LK STEVENS RD         LK STEVENS UGB/ 0.14 MI NW/o 124 AVE SE         U Calegory 1, Suburban           B         184         S LK STEVENS RD         87 AVE SE         R Calegory 2, =< 40 mph	h C
B         183         20 ST SEVELLOWS RD         SER STEVENS RD         AVE SE         U Category 1, Suburban           B         184         S LK STEVENS RD         87 AVE SE         R Category 2, =< 40 mph	n C
B         184         SEX STEVENS RD         87 AVE SE         R         Category 2, =< 40 mph           B         185         CAVALERO/S LK STEVENS RD         LK STEVENS UGB         87 AVE SE         R         Category 2, > 40 mph           B         187         S MACHIAS RD         SR 2         MACHIAS CUTOFF         R         Category 2, > 40 mph           B         188         DUBUQUE RD         S MACHIAS RD         STORM LK RO         R         Category 2, > 40 mph           B         191         139 AVE SE         THREE LAKES RD         DUBUQUE RD         R         Category 2, > 40 mph	ε
B         187         SMACHIAS RD         SR 2         MACHIAS CUTOFF         R         Category 2, > 40 mph           B         188         DUBUQUE RD         S MACHIAS RD         STORM LK RD         R         Category 2, > 40 mph           B         191         139 AVE SE         THREE LAKES RD         DUBUQUE RD         R         Category 2, > 40 mph	
B         188         DUBUQUE RD         S MACHAS RD         STORM LK RO         R         Category 2, > 40 mph           B         191         139 AVE SE         THREE LAKES RD         DUBUQUE RD         R         Category 2, > 40 mph	<del> • • - • • • • • • • • • • • • • •</del>
B         191         139 AVE SE         THREE LAKES RD         DUBUQUE RD         R         Category 2, > 40 mph	
Trunger and the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the st	<u> </u>
B 192 THREE LAKES RD 123 AVE SE (E 1/2)/SNOHOMISH C/L 171 AVE SE R Category 2, > 40 mph	
B 238 20 ST SE SR 204 SR 9 U Category 1, Suburban	) E
1 244 SUNNYSIDE BLVD SR 204 LK STEVENS UGB/ .75 MI N/o VERNON RD R Category 2, > 40 mph	1 C
B 245 S LK STEVENS RD	
B 256 BUNK FOSS RD SR 9 S MACHIAS RD R Category 2, =< 40 mpt	h ∫ C

i se	. Frisi	ROUDIANE	580M			ton-my	1000000
B	308	N MACHIAS RD	SR 92	LK STEVENS UGB/ 12 ST SE	R	Calegory 2, > 40 mph	C
·	309	WILLIAMS RD	LK STEVENS UGB/ 315 FT NW/o 124 AVE SE	MACHIAS CUTOFF	R	Calegory 2, =< 40 mph	С
: B	313	4 ST NE	92 AVE NE	99 AVE NE	U	Category 1, Suburban	Ε
В	314	99 AVE SE/NE	20 ST SE	4 ST NE	Ü	Category 1, Suburban	E
8	315	92 AVE NE	SR 204	4 ST NE	U	Category 1, Suburban	Ε :
В	316	20 ST SE	SR 9	S LK STEVENS RD	U	Category 1, Suburban	ε
В	317	91 AVE SE	20 ST SE	SR 204	U	Category 1, Suburban	Ε
В	323	DUBUQUE RDAK ROESIGER RD	STORM LAKE RD	4 ST NE/ TSA B AND C BOUNDARIES	R	Category 2, > 40 mph	c
В	325	SOPER HILL RD	71 AVE NE	SR 9	U	Category 1, Suburban	E
В	328	STORM LK RD	MERO RD	DUBUQUE RD	R	Category 2, =< 40 mph	C
В	342	VERNON RD	LUNDEEN PARKWAY	LAKE STEVENS C/L	U	Category 1, Suburban	E
8	343	MENZEL LK RO	GRANITE FALLS UGB	GRANITE FALLS C/L	เล	Category 2, > 40 mph	<u> </u>
В	344	100 ST NE	GRANITE FALLS C/L	.300 MI, W OF GRANITE FALLS C/L	่ล	Category 2, > 40 mph	C
В	346	ROBE MENZEL RD	GRANITE FALLS C/L	BRIDGE #204	R	Category 2, > 40 mph	C
В	358	MARKET PL	SR 204	SR9	U	Category 1, Suburban	E
В	363	CAVALERO RD	20 ST SE	LK STEVENS UGB	R	Category 2, =< 40 mph	<u> </u>
В	364	MENZEL LK RO	GRANITE FALLS C/L	S. ALDER AVE (GRANITE FALLS C/L)	'R	Category 2, > 40 mph	:   C
T		171 AVE NE	WESTWICK RD/100 ST SE	THREE LAKES RD/TSA	_		_
В	365	- Learner Marie Control of the Contr		BOUNDARIES B/C	4 - C	Calegory 2, > 40 mph	<u> </u>
C	189	WOODS CREEK RD	MONROE C/L	INGRAHAM RO (MONROE UGB)	· U	Calegory 1, Suburban	<u>E.</u>
С	<del> </del> -	WAGNERMERO/STORM LK MONROE UGB	WOODS CREEK RD	DUBUQUE RD	+	Calegory 2, > 40 mph	C
l c	193	88 ST SE/131 AVE SE	SR 2 OVERPASS	THREE LAKES RD	*- ·	Category 2, > 40 mph	<u>C</u>
C	194	S MACHIAS RD	SNOHOMISH C/L	SR 2		Category 1, Suburban	E
C		WESTWICK RD (100 ST SE)	SR 2	171 AVE SE		Category 2, > 40 mph	<u> </u>
C	196	ROOSEVELT RD/159 AVE SE	MONROE UGB/ MONROE C/L	WESTWICK RD	******	Category 2, =< 40 mph	<u> </u>
C		OLD SNOHOMISH MONROE RD	SNOHOMISH UGB/ SNOHOMISH C/L	MONROE UGB		Category 2, =< 40 mph	C
	·	MARSH RD	LOWELL LARIMER RD	SR 9		Category 2, =< 40 mph	C
	199	LOWELL LARIMER RD	MARSH RD	EVERETT C/L		Category 2, > 40 mph	<u>C</u> Ε
C	235	AIRPORT WY	99 AVE SE	SNOHOMISH CA.	U	Category 1, Suburban Category 1, Suburban	: E
C	236	BICKFORD AVE	100' NW/o 83 AVE SE	SNOHOMISH C/L W END BRIDGE #633		Category 2, > 40 mph	. C
C	-	88TH ST SE / 92 ST SE RIVERVIEW/HOMEACRES/43	SR 2 OVERPASS SNOHOMISH UGB	EBEY ISLAND RD	**********	Category 2, > 40 mph	C
C	252	66/SKIPLEY RD/52	60 ST SE	BICKFORD AVE		Category 2, =< 40 mph	i c
C	253	60 ST SE	FOSTER SLOUGH RD	83 AVE SE	·	Category 2, =< 40 mph	c
1-	233	003134	SNOHOMISH UGB/.54 MI WEST OF			Calegory 2, - 1 40 mp.	<u> </u>
С	254	72/83 AVE SE	C/L	52 ST SE (SKIPLEY RD)	R	Category 2, =< 40 mph	С
С	255	56 ST SE/107 AV ESE	BICKFORD AVE	SNOHOMISH CA.	R	Category 2, =< 40 mph	С
С	257	OLD OWEN RD	MONROE UGB/ 0.88 MI FROM OAKS ST	WOODS LK RD		Category 2, > 40 mph	С
С	258	FLORENCE ACRES/WOODS L	OLD OWEN RD	OLD OWEN RD	R	Category 2, > 40 mph	C
С	261	BROADWAY AVE	164 ST SE	SR 9	R	Category 2, > 40 mph	C
С	263	164 ST SE	SR 9	BROADWAY AVE	R	Category 2, ≈< 40 mph	! c
С	267	CRESCENT LK/203 ST SE	HIGH BRIDGE RD	SR 203	R	Category 2, =< 40 mph	С
C	270	BEN HOWARD RD/311 AVE SE	SR 203	BRIDGE #429	R	Category 2, > 40 mph	C
C	303	LOWELL SNOHOMISH RIVER RD	EVERETT C/L	SNOHOMISH UGB	R	Category 2, > 40 mph	C
С	306	72 ST SE	SNOHOMISH UGB/ 0.54 MI FROM C/L	SR 9 OVERCROSSING	R	Category 2, > 40 mph	С
С	307	LOWELL SNOHOMISH RIVER RD	SNOHOMISH UGB/ 0.54 MI FROM C/L	AIRPORT WY		Category 2, =< 40 mph	С
<u>, c</u>	324	DUBUQUE RD/LK ROESIGER RD	STORM LAKE RD	4 ST NE	R	Category 2, > 40 mph	C
С	327	THREE LAKES RD	123 AVE SE (E 1/2)/SNOHOMISH C/L	171 AVE SE	R	Calegory 2, > 40 mph	С
C	338	OLD SNOHOMISH-MONROE RD	161 AVE SE	MONROE C/L	R	Calegory 2, =< 40 mph	C
	2.4-	OLD OWEN RD	MONROE CAJ. 13 MI. FROM SR 2	MONROE UGB/ .88 MI. FROM OAKS	:	Colones A Color	
C	347	<u></u>		IST DUBLISHE DO		Calegory 1, Suburban	E .
, <del>c</del>		WOODS CREEK RD	INGRAHAM RD (MONROE UGB)	DUBUQUE RD		Calegory 2, > 40 mph	<u> </u>
-		AIRPORT WY	SR 9	99 AVE SE		Calegory 1, Suburban	E
		THREE LAKES RD	S MACHIAS RO	SNOHOMISH C/L		Category 2, =< 40 mph	E
0	200	100 ST SE	EVERETT C/L	35 AVE SE		Category 1, Suburban	E
L.	401	35 AVE SE	SR 96 (132 ST SE)	100 ST SE	٠	Category 1, Suburban	<u>-</u>

1136	ថ្ងៃព្រះ	ROWENME	inem	16,			Light (Transport)
D	202	SEATTLE HILL RD	35 AVE SE	SR 96	U	Category 1, Suburban	E
- 1	203	35 AVE SE	SEATTLE HILL RD	SR 96	U	Category 1, Suburban	E
٦	204	35 AVE SE	168 ST SE	SEATTLE HILL RD	U	Category 1, Suburban	E
Ϊ́D	206	180 ST SE	SR 527	35 AVE SE	U	Category 1, Suburban	E
D	218	184 ST SW/SE	I-5 (NB RAMPS)	MILL CREEK C/L	U	Category 1, Urban	E
D	219	164 ST SW	LYNNWOOD CA.	I-5 (NB RAMPS)	U	Calegory 1, Suburban	E
D	220	28 AVE W	164 ST SW	LYNNWOOD C/L	Ü	Calegory 1, Suburban	E
D	222	52 AVE W	LYNNWOOD C/L	148 ST SW	· U	Category 1, Suburban	Ē
D	223	52 AVE W/BEVERLY PARK	148 ST SW	MUKILTEO CA.	U	Calegory 1, Suburban	: E
D		148 ST SW	52 AVE W	SR 99	And married in	Calegory 1, Suburban	E
D		148/150/JEFFERSON/MAD	SR 99	ASH WY		Category 1, Suburban	E
Б	227	BEVERLY PARK RD	SR 525	AIRPORT RD	<del>-</del>	Category 1, Suburban	E
D	228	AIRPORT/128 ST SW	SR 99	1-5 (SB RAMPS)		Category 1, Urban	Ε.
D	229	4 AVE W	128 ST SW	112 ST SW		Category 1, Urban	Ε
D		112 ST SW	EVERETT CAL	EVERETT C/L	·	Category 1, Suburban	ε
		AIRPORT RD	EVERETT C/L	400 ft N/o 103 ST SW (EVT)	<del></del>	Category 1, Suburban	Ε
D	231		AIRPORT RD	330 h W/o 23 AVE W	· · · · · · ·	Category 1, Suburban	E
D		100 ST SW	BEVERLY PARK RD	PAINE FIELD WY (EVERETT C/L)		Category 1, Suburban	£
<u>D</u>		112 ST SW	SR 96 (SEATTLE HILL RD)	SNOHOMISH CASCADE DR		Category 1, Suburban	E
P.	_	132 ST SE		SNOHOMISH CASCADE DR	* ******	Category 1, Suburban	E
D	260	PUGET PARK DR FISHER RD/NORMA BEACH/148 ST	132 ST SE	SNOTOMISTI CASCADE DR		Caregory 1, Obbotosi	<u> </u>
b	284	SM	72 AVE W	52 AVE W	U	Category 1, Suburban	E
D	285	PICNIC POINT RD	BEVERLY PARK RD	PUGET SOUND BLVD	· U	Category 1, Suburban	E
D	286	SHELBY RO	SR 99	BEVERLY PARK RD	Ü	Category 1, Suburban	E
D	287	36/35 AVE W	LYNNWOOD C/L S/o 164 ST SW	SR 99	<del></del>	Category 1, Suburban	E
D		ASHWY	164 ST SW	MAPLE RD	*	Category 1, Suburban	E
Б		ASH WY	164 ST SW	134 ST SW		Category 1, Suburban	1 E
0	290	MANOR WY	164 ST SW	SR 99	-	Category 1, Suburban	E
D	291	ADMIRALTY WY	MANOR WY	AIRPORT RO		Category 1, Suburban	Е
7		GIBSON RD	BEVERLY PARK RD	SR 99	÷	Category 1, Suburban	E
<b>'</b> }		GIBSON RO/134 ST/4 AVE	SR 99	128 ST SW	**	Category 1, Suburban	E
ζ-		E GIBSON RD	GIBSON RD	128 ST SW	•	Category 1, Suburban	÷
0			164 ST SW	MERIDIAN AVE S		Category 1, Suburban	‡ <b>F</b>
- <del></del>	295	NORTH RD/2 PL W-MEADOW PL SE		CASCADIAN WY	· <del></del>	Category 1, Suburban	E
D	296	146 ST SW/SE MEADOW RD/MEADOW PL SW	MEADOW RD 146 ST SW	MERIDIAN AVE S		Category 1, Suburban	E
D	297		MEADOW PL SW	SR 96		Category 1, Suburban	Ē
D .	298	MERIDIAN AVE S -3 AVE SE			÷	Calcago, 1, Cacasa	··· -
ь	299	10 DR SE/ELGÍN WAY	SR 96 (132 ST SE) (MILL CREEK CAL)	EVERETT C/L	U	Calegory 1, Suburban	Ε
D		116 ST SE	EVERETT C/L	35 AVE SE		Calegory 1, Suburban	E
D	301	27 AVE SE-EL CAPITAN	110' S/o 96 St SE	MERCHANT WY(EVERETT C/L)	U	Category 1, Suburban	E
D	304	LARCH WY	164 ST SW	TSA F/ 178 ST SW	U	Category 1, Suburban	E
D		SNOHOMISH CASCADE DR	132 ST SE	PUGET PARK DR	U	Category 1, Suburban	ε
D		LOWELL LARIMER RD	MARSH RD	EVERETT C/L	R	Category 2, > 40 mph	С
D		NORTH RD	JONATHON RD	164 ST SW	Ū	Category 1, Suburban	E
D	336	35 AVE SE	GRANNIS RD	168 ST SE	U	Category 1, Suburban	E
D	352	4 AVE W	112 ST SW	EVERETT C/L	U	Category 1, Suburban	E
D	360	14B ST SE	PUGET PARK DR	SEATTLE HILL RD	U	Category 1, Suburban	E
D	361	AIRPORT RD	112 ST SW	1,350 ft N of SR 99 (EVT)	Ü	Category 1, Suburban	E
D	366	121 ST SW	SR 525	BEVERLY PARK RD	U	Category 1, Suburban	E
i				SW COUNTY UGB/ 84 MI FROM 35	-		
E	205	180 ST SE	35 AVE SE	AVE SE	<u>U</u>	Calegory 1, Suburban	€
E	207	YORK RD/35 AVE SE	SR 524	164 ST SE	ប	Calegory 1, Suburban	E
E	209	39 AVE SE	228 ST SE	SR 524	U	Calegory 1, Suburban	Ε
E	211	SNOHOMISH WOODINVILLE RD	KING CO LINE	SR 522 (EB RAMPS)	U	Calegory 1, Suburban	ξξ
E	262	180 ST SE	SR 9	BROADWAY AVE	R	Category 2, =< 40 mph	C
Е	264	ELLIOTT RO(HIGH BRIDGE RD)	CRESCENT LK RD	FALES RO	R	Category 2, > 40 mph	C
E	265	FALES/ELLIOT RD	SR 522	BROADWAY AVE	R	Category 2, =< 40 mph	C
E	266	ECHO LK RD	SR 522	N ECHO LK RD	R	Category 2, =< 40 mph	C
*	268	HIGH BRIDGE RD	KING CO LINE	CRESCENT LK RD	R	Category 2, =< 40 mph	C
		PARADISE LK RD	MALTBY UGB/MALTBY CHRIST. E	KING CO LINE			
Ē	269		PROP LINE			Calegory 2, =< 40 mph	
E	271	228 ST SE	39 AVE SE	SW UGB/ 45TH AVE SE	<u>i U</u>	Calegory 1, Suburban	]

TO S	Mag	BOTTON	FOR THE PERSON NAMED IN		in.		Months algosiv
E	272	228 ST SE	SW UGB/ 45TH AVE SE	SR 9	R	Category 2, > 40 mph	C
Ē	330	BROADWAY AVE	MALTBY UGB/.05 MI N/o 200 ST SE	184 ST SE	R	Category 2, =< 40 mph	<u> </u>
£	331	164 ST SE	SR 9	BROADWAY AVE	R	Category 2, =< 40 mph	С
£	350	180 ST SE	SW COUNTY UGB/.84 MI FROM 35 AVE SE	SR 9	R	Category 2, > 40 mph	С
£	354	PARADISE LAKE RD	SR-522	MALTBY UGB/MALTBY CHRISTIAN EASTERN PROPLINE	U	Category 1, Suburban	E
E	355	BROADWAY AVE	SR 524 .	MALTBY UGB/.05 MI N/o 200 ST SE	R	Category 2, > 40 mph	C
F	212	228 ST SW	LOCUST WY	BOTHELL CA.	ับ	Category 1, Suburban	E
F	214	LARCH WY	MLT C/L	CYPRESS WY	บ	Category 1, Suburban	Ε .
F	215	204 ST SW	44 AVE W	CYPRESS WY	U	Category 1, Suburban	E
F	216	214 ST SW/DAMSON RD	216 ST SW (BOTHELL C/L)	SR 524	U	Calegory 1, Suburban	E
F	217	NORTH RD	SR 524	176 PL SW	U	Category 1, Suburban	Е
F	273	LOCKWOOD RD	LOCUST WY	KING CO LINE	U	Category 1, Suburban	E
F	274	LOCUST WY	KING CO LINE	228 ST SW	U	Category 1, Suburban	E
F	275	CYPRESS WY	LARCH WY	SR 524	U	Category 1, Suburban	E
F	276	LOGAN RD	LARCH WY	DAMSON RD	U	Category 1, Suburban	E
F	277	28 AVE W	LYNNWOOD CAL	LARCH WY	U	Calegory 1, Suburban	E
F	278	POPLAR WY	LYNNWOOD C/L	BRIER C/L	บ	Calegory 1, Suburban	E
F	279	LARCH WY	204 ST SW	212 ST SW	U	Calegory 1, Suburban	E
F	280	84 AVE W	234 PL SW	220 ST SW	ป	Calegory 1, Suburban	E
F	281	228 ST SW	80 AVE W	95 PL W	ับ	Calegory 1, Suburban	E
F	305	CYPRESS WY	LOCUST WAY	LARCH WY	บ	Category 1, Suburban	Ε
F	311	14 AVE W	228 ST SW	END	U	Category 1, Suburban	E
F	318	14 AVE W/CARTER RD	228 ST SW	LOCKWOOD RD	U	Calegory 1, Suburban	E
F	332	39 AVE SE	228 ST SE	SR 524	U	Category 1, Suburban	Е
F	333	228 ST SE	35 AVE SE/BOTHELL C/L	39 AVE SE	U	Category 1, Suburban	E
F	335	LARCH WAY	SR 524	TSA D/ 178 ST SW	U	Calegory 1, Suburban	E
F	337	YORK RD/35 AVE SE	SR 524	GRANNIS RD	υ	Calegory 1, Suburban	E
F	376	44 AVE W/HAZEL RD	LYNNWOOD C/Ł	204 ST SW	Ü	Calegory 1, Suburban	E
-	379	LOCUST WAY	228 ST SW	LARCH WAY/LOGAN RD	บ	Calegory 1, Suburban	E

INT#: 192 ADT File # 1440

MISH WOODINVILLE RD @ SR 522

IN1#: 192	ADT File # 1440	MIS	H WO	ODIN	VILLE	RD @	SR	522					PSRC #	#: 4239	8000
	Development Name	PFN#	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	% Occ
	Bear Creek Molors	00106765	1	0	0	0	0	0	0	2	0	0	1	1	100%
	Luschenshire Park	96103582	0	0	0	0	0	0	0	2	0	0	4	0	0%
	Northshore School District A	97101283	3	0	0	0	0	0	0	34	0	0	14	17	0%
	Snohomish Cascade S8	97110077	1	0	0	0	0	0	0	4	0	0	29	20	0%
	Village At Outcrop Creek	98116556	1	0	0	0	0	0	0	2	0	0	7	1	0%
	Wellington Hills Bldg A & B	02103063	0	0	30	0	0	0	4	13	0	0	48	0	0%
	Woodinville II Opus	00105784	1	0	0	0	0	0	0	3	0	0	1	0	0%
Wo	odinville North Business Park	99115773	4	0	0	0	0	0	0	158	0	0	3	26	0%
		Total	11	0	30	0	0	0	4	218	0	0	107	65	

INT#: 200 ADT File # 1271

SR 9 @ 180 ST SE

INT#: 200 ADT File # 1271	SR 9 @ 180 ST SE PSRC #: 328930													
Development Name	PFN#	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	% Occ
Bear Creek Highlands	02107117	3	1	3	.0	0	0	1	0	0	0	0	1	0%
Esplanade @ Mill Creek	02107877	0	2	0	0	1	0	O	2	0	0	4	0	0%
Glengarry	98105816	0	2	1	0	1	0	0	0	0	0	0	0	0%
Kingsridge	98101933	0	1	2	0	0	0	0	0	0	0	0	0	0%
Lobo Ridge	96102249	0	0	0	0	0	0	0	1	0	0	2	1	0%
Luschenshire Park	96103582	0	0	0	0	0	0	0	2	0	0	4	0.	0%
McKinney Heights	02106838	0	0	0	0	0	0	0	1	0	1	4	0	0%
Mill Pointe Apartments	99105422	0	0	0	0	0	0	0	1	0	0	3	2	100%
Northshore School District A	97101283	0	0	1	0	0	0	1	4	0	0	5	0	0%
Oullook Ridge	02109328	0	0	0	0	0	0	0	1	0	1	3	0	0%
PacLand	02107030	0	0	0	0	0	0	0	3	0	0	1	0	0%
Peterson Meadows	97106337	0	0	0	0	0	0	0	0	0	1	3	1	0%
Shaunessy	02101830	0	4	0	0	1	0	0	3	0	0	9	0	0%
Sierra Ridge	02109844	0	0	0	0	Q	1	0	1	0	1	3	0	0%
Snohomish Cascade S8	97110077	1	0	0	0	0	0	0	5	0	6	54	13	0%
Sunset Meadows Estates Division I	02108624	1	1	1	0	0	0	0	0	0	0	0	1	0%
Tambark Village Div 2	02109656	1	1	1	0	0	0	0	0	0	0	0	1	0%
Tambark Village Division 1	02108978	1	1	1	0	0	0	0	0	0	0	0	1	0%
Village At Outcrop Creek	98116556	1	0	0	0	0	0	0	3	0	1	9	1	0%
Wellington Hills Bldg A & B	02103063	0	0	3	0	0	0	1	1	0	0	4	0	0%
Woodinville North Business Park	99115773	0	0	1	0	0	0	0	2	0	0	9	0	0%
	Total	8	13	14	0	3	1	3	30	0	11	117	22	<u> </u>

Page 12 of 25

INT#: 202 ADT File # 697

45 AV SE @ 228 ST SE

PSRC #: 41382000

Development Name	PFN#	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	% Occ
Bellemont Crossing Div 1-4	02102305	1	13	6	0	3	1	2	0	0	1	1	5	0%
Kinsman	99110183	0	1	0	0	2	1	0	0	0	0	0	0	0%
Northshore School District A	97101283	0	18	0	2	14	1	0	0	2	1	0	0	0%
Shaunessy	02101830	0	0	0	0	0	1	0	1	0	4	3	0	0%
Snohomish Cascade S8	97110077	Ö	2	0	1	4	0	0	0	0	0	0	0	0%
Wellington Hills Bldg A & B	02103063	0	11	0	0	2	1	0	0	1	1	0	0	0%
Woodinville II Opus	00105784	0	3	0	0	1	0	0	0	0	0	0	0	0%
Woodinville North Business Park	99115773	0	18	0	1	3	0	0	0	1	2	0	0	0%
	Total	1	66	6	4	29	5	2	1	4	9	4	5	1

INT#: 203 ADT File # 31

SR 9 @ 228 ST SE

PSRC #: 41110000

Development Name	PFN#	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	% Occ
Bear Creek Highlands	02107117	0	0	1	0	0	0	0	1	0	0	3	0	0%
Bellemont Crossing Div 1-4	02102305	0	0	14	0	0	0	4	0	0	0	0	0	0%
Esplanade @ Mill Creek	02107877	0	0	1	0	0	0	0	1	0	0	3	0	0%
Luschenshire Park	96103582	0	0	0	0	0	0	0	2	0	0	4	0	0%
McKinney Heights	02106838	0	0	0	0	0	0	0	1	0	0	4	0	0%
Mill Pointe Apartments	99105422	0	0	0	0	0	0	0	1′	0	0	2	1	100%
Northshore School District A	97101283	0	21	0	31	17	0	0	9	28	24	0	0	0%
Outlook Ridge	02109328	0	0	0	0	0	0	0	1	0	0	3	0	0%
Peterson Meadows	97106337	0	0	0	0	0	0	0	0	0	0	2	1	0%
Shaunessy	02101830	0	0	4	0	0	0	1	3	0	0	9	0	0%
Sierra Ridge	02109844	0	0	0	0	0	0	0	1	0	0	3	0	0%
Snohomish Cascade S8	97110077	0	0	0	0	0	0	0	5	0	Đ	49	5	0%
Village At Outcrop Creek	98116556	0	0	0	0	0	0	0	3	0	0	8	1	0%
Wellington Hills Bldg A & B	02103063	0	0	12	0	0	0	3	4	0	0	18	0	0%
Woodinville North Business Park	99115773	0	21	0	29	4	0	0	40	122	26	0	0	0%
	Total	0	42	32	60	21	0	8	72	150	50	108	8	

INT#: 192 ADT File # 1440 MISH WOODINVILLE RD @ SR 522

13

Total:

INT#: 192 ADT File # 14	T#: 192 ADT File # 1440 MISH WOODINVILLE RD @ SR 522												PSRC #: 42398000			
Development Name	PFN#	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	% Occ		
Bear Creek Motors	00106765	0	0	0	0	0	0	0	1	0	0	2	1	100%		
Luschenshire Park	96103582	0	0	0	0	0	0	0	4	0	0	3	0	0%		
Northshore School District A	97101283	3	0	0	0	0	0	0	36	0	0	21	28	0%		
PacLand	02107030	2	0	0	0	0	0	0	2	0	0	3	1	0%		
Peterson Meadows	97106337	2	0	0	0	0	0	0	2	0	0	0	0	0%		
Snohomish Cascade S8	97110077	4	0	0	0	0	0	0	44	0	0	9	2	0%		
Tambark Estates	98109480	0	0	0	0	0	0	0	3	0	0	0	2	0%		
Village At Outcrop Creek	98116556	1	0	0	0	0	0	0	8	0	0	3	1	0%		
Wellington Hills Bldg A & B	02103063	0	0	8	0	0	0	18	60	0	0	13	0	0%		
Woodinville II Opus	00105784	1	0	0	0	0	0	0	0	0	0	2	1	0%		
Woodinville North Business Park	99115773	0	0	0	0	0	0	0	52	0	0	16	161	0%		

0

18

212

0

72

197

0

INT#: 200 ADT File # 1271

SR 9 @ 180 ST SE

												1 01 (0 #; 02000000				
Development Name	PFN#	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	% Occ		
Appletree Blk 2 Div 3	97109528	1	0	0	0	0	1	0	2	0	0	0	0	0%		
Bear Creek Highlands	02107117	1	1	2	0	2	0	3	0	0	0	0	3	0%		
Esplanade @ Mill Creek	02107877	0	1	1	0	1	2	2	3	0	1	2	0	0%		
Glengarry	98105816	1	1	0	0	2	0	0	0	0	0	0	1	0%		
Kingsridge	98101933	0	1	1	0	1	0	2	0	0	0	0	0	0%		
Luschenshire Park	96103582	0	0	0	0	0	1	Q.	4	0	0	3	0	0%		
McKinney Heights	02106838	0	0	0	0	0	1	0	5	0	1	2	0	0%		
Northshore School District A	97101283	0	0	1	0	0	0	1	6	0	0	5	0	0%		
Oullook Ridge	02109328	0	0	0	0	0	2	Ó	3	0	O	2	0	0%		
PacLand	02107030	0	0	0	0	0	0	Q	9	0	0	9	0	0%		
Peterson Meadows	97106337	1	0	0	0	0	Ò	Ó	4	0	0	2	1	0%		
Shaunessy	02101830	0	3	0	0	5	0	0	11	0	0	6	0	0%		
Sierra Ridge	02109844	0	0	0	0	0	1	0	4	0	1	2	0	0%		
Snohomish Cascade S8	97110077	8	0	0	0	0	7	0	58	0	2	14	4	0%		
Sunset Meadows Estates Div 2	02108825	1	0	0	0	1	0	1	0	0	0	0	1	0%		
Sunset Meadows Estates Division I	02108624	1	0	1	0	2	0	1	0	0	0	0	1	0%		
Tambark Estates	98109480	0	1	0 .	0	2	0	0	0	0	0	0	1	0%		
Tambark Village Div 2	02109656	1	0	1	0	1	0	1	0	0	0	0	1	0%		
Tambark Village Division 1	02108978	1	0	1	0	1	0	1	0	0	0	0	1	0%		
Village At Outcrop Creek	98116556	1	0	0	0	0	1	0	10	0	1	5	1	0%		
Village At Websters Pond	98108094	1	1	1	0	0	0	0	0	0	0	0	0	0%		
Wellington Hills Bldg A & B	02103063	0	0	1	0	0	0	3	4	0	0	1	0	0%		
Woodinville North Business Park	99115773	0	0	0	0	0	0	1	11	0	0	3	0	0%		
	Total:	18	9	10	0	18	16	16	134	0	6	56	15	j		

Page 13 of 26

PSRC#: 32893000

INT#: 202 ADT File # 697

45 AV SF @ 228 ST SF

T#: 202 ADT File # 697	7	45 AV SE @ 228 ST SE PSRC #: 413												
Development Name	PFN#	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	% Occ
Bellemont Crossing Div 1-4	02102305	6	8	4	0	15	1	7	1	0	1	0	3	0%
Kinsman	99110183	0	2	0	0	3	0	1	0	0	0	0	0	0%
Northshore School District A	97101283	0	21	0	0	26	1	0	0	0	1	0	0	0%
Shaunessy	02101830	0	0	0	0	0	5	0	4	0	2	3	0	0%
Snohomish Cascade S8	97110077	0	8	0	0	2	1	0	0	1	0	0	1	0%
Wellington Hills Bldg A & B	02103063	0	3	0	1	11	1	0	0	0	1	0	0	0%
Woodinville North Business Park	99115773	0	6	0	4	19	0	0	0	1	0	0	0	0%
	Total:	6	48	4	5	76	9	8	5	2	5	3	4	[

INT#: 203 ADT File # 31

SR 9 @ 228 ST SE

NT#: 203 ADT File # 31		SR 9 @ 228 ST SE												0000
Development Name	PFN#	EB-L	EB-T	EB-R	WB-L	WB-T	WB-R	NB-L	NB-T	NB-R	SB-L	SB-T	SB-R	% Occ
Bear Creek Highlands	02107117	O	0	1	0	0	0	1	3	0	0	2	0	0%
Bellemont Crossing Div 1-4	02102305	0	0	9	0	0	0	16	0	0	0	0	0	0%
Esplanade © Mill Creek	02107877	0	0	1	0	0	0	1	3	0	0	1	0	0%
Kinsman	99110183	1	0	1	0	0	0	2	0	0	0	0	1	0%
Luschenshire Park	96103582	0	0	0	0	0	0	0	4	0	0	3	0	0%
McKinney Heights	02106838	0	0	0	0	0	0	0	4	0	0	2	0	0%
Northshore School District A	97101283	0	22	0	49	27	0	0	10	29	25	0	0	0%
Outlook Ridge	02109328	0	0	0	0	0	0	0	3	0	0	2	0	0%
PacLand	02107030	1	0	0	0	0	0	0	4	0	0	4	1	0%
Shaunessy	02101830	0	0	2	0	0	0	5	11	0	0	6	0	0%
Sierra Ridge	02109844	0	0	0	0	0	0	0	4	0	0	2	0	0%
Snohomish Cascade S8	97110077	10	0	0	0	0	0	0	48	0	0	11	3	0%
Tambark Estates	98109480	0	0	0	0	0	0	0	3	0	0	2	0	0%
Tambark Village Div 2	02109656	0	0	1	0	0	0	0	2	0	0	2	0	0%
Village At Outcrop Creek	98116556	1	0	0	0	0	0	0	9	0	0	4	1	0%
Wellington Hills Bldg A & B	02103063	0	0	1	0	0	0	12	18	0	0	5	0	0%
Woodinville North Business Park	99115773	0	7	0	177	23	0	0	13	40	9	0	0	0%
	Total:	13	29	16	226	50	0	37	139	69	34	46	6	